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Lockwood Grain Co., B. A., grain & millfeeds.

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Farmer & Sons, Oscar, hay and grain.
Fruechtendicht, Henry, grain & hay.
Schuff & Co., A. C., grain & hay.
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Directory of the Grain Trade

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Schwartz, B. F., brokerage and commission.*
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Green Commission Co., W. L., grain.*
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Nanson Commission Co., grain commission.*
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Slack-Fuller Grain Co., grain commission.*

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Hastings & Co., grain brokers.
Independent Grain Co., grain commission.
Kolp, E. R. & D. C., grain and seed dealers.
McCullough Grain Co., grain commission.*
Western Grain Co., The, wholesale grain, seeds.
Williamson Grain Co., J. E., gr. comm. merchs.

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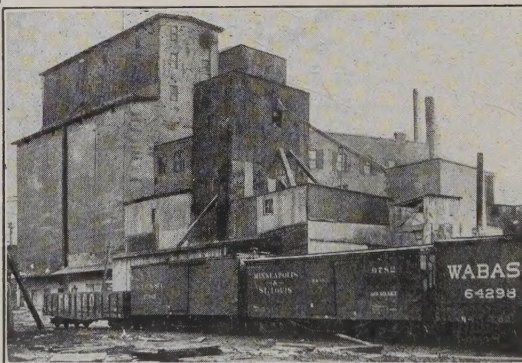
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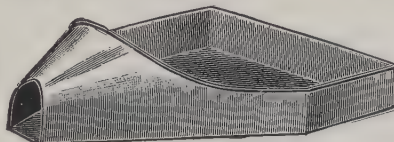
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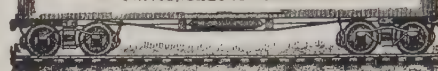
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Want Oats, Corn, Hay and Cane Seed

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Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 30¢ cents in ½ cent rises.

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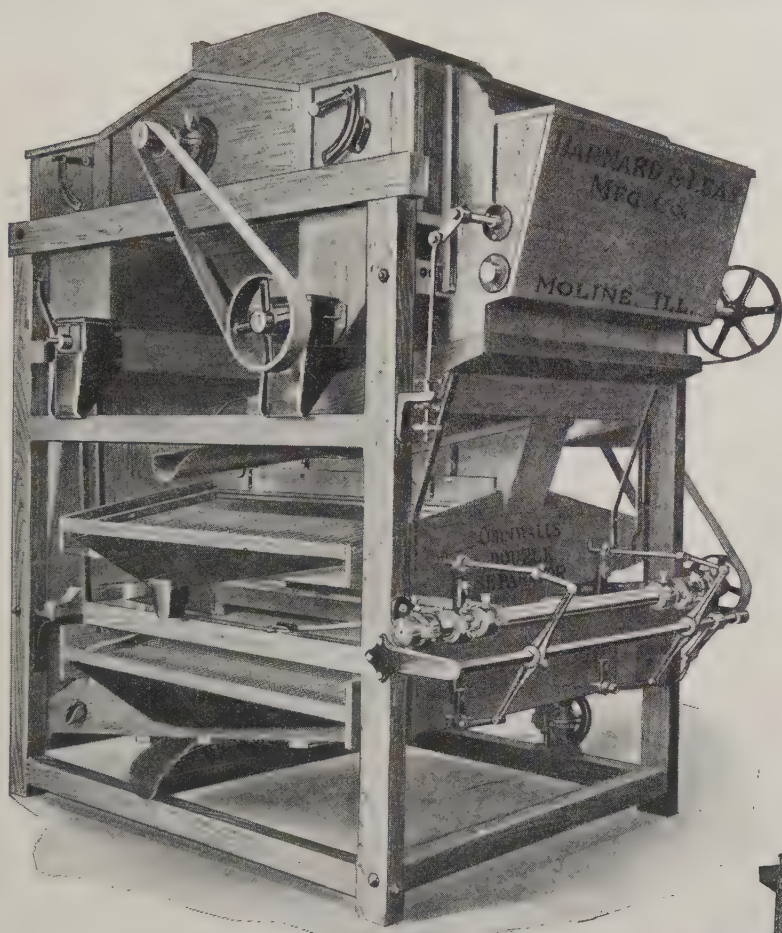
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It can be used simply as a scalper or as a scalper and clipper because of its by-pass spout.

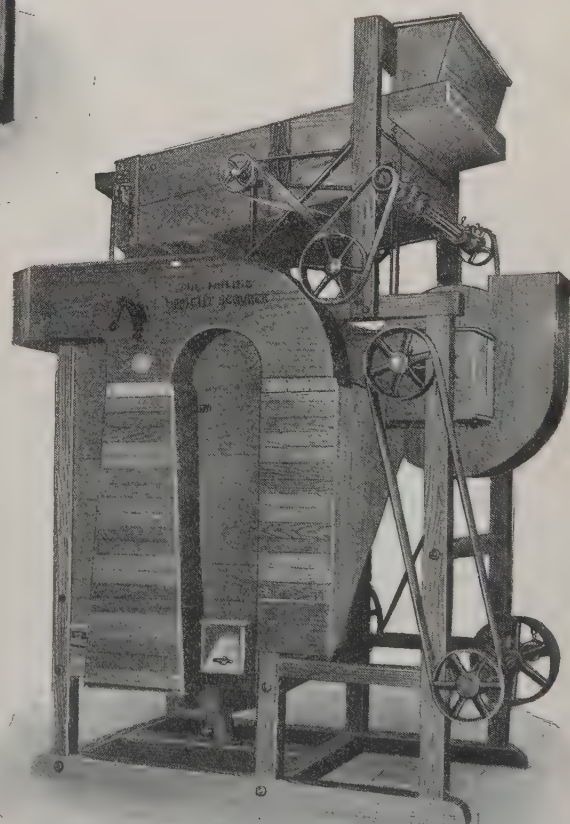
Let us send you our latest circular on the above machines.

We also make Feed Mills of all kinds with ball bearings or standard bearings, a complete line of Separators, Scourers and Aspirators, Grain Dryers of all capacities and Cereal Mill Outfits.

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Drive Elevator 5 $\frac{1}{2}$ Years

Repair Parts Cost About \$12.00

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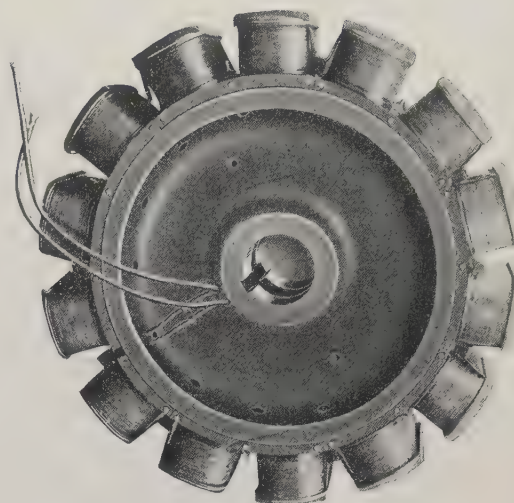
Absolutely no repairs have been required on the motors used to drive the shovel shafts, fans, cross conveyors, separators and longitudinal conveyors (3 ft. belt, 746 feet long.)

STEADINESS OF MOTOR DRIVE MAKES ROPES LAST LONGER

Those in charge of this elevator say the ropes used in driving last much longer than they do with mechanical drives due to the perfect smoothness of the motive power.

MOTORS VENTILATED AND PROTECTED

Inside of motor a fan on motor shaft sucks air into frame through rat-proof screens and forces it out doors through galvanized iron pipes. Some of the motors are opened and cleaned once or twice a year, which, with an occasional oiling, is all the attention given them.



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The elevator using these motors saves greatly in power cost as all expense stops when a machine is not running—when it is not paying its own power bill by production.

Send your drive problem to our nearest local office and have our grain elevator drive experts—engineers specializing on this work—make a careful estimate of the power saving possible with our motor drive.

WRITE TODAY FOR
BULLETIN No. 4742.

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Largest Electrical Manufacturer in the World



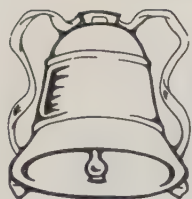
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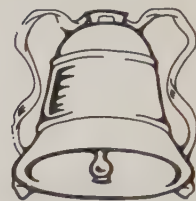
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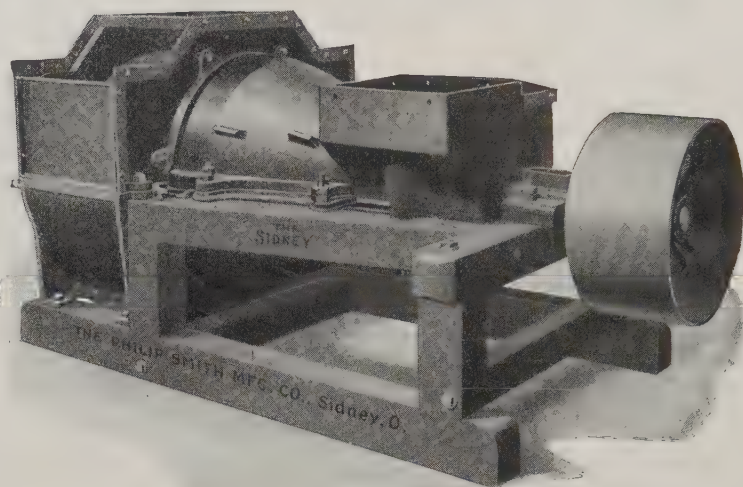
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THE SIDNEY LINE



A
Merry Xmas
to
All



A
Happy New Year
to
Everyone

Patent Pending

Sidney Corn Sheller and Boot Combined, showing side feed hopper, furnished on any style SIDNEY Sheller, allowing the corn to feed on the side of feeders instead of on top, giving feed more capacity, right or left to suit location. Unless otherwise stated on order we ship all shellers with straight hopper.

The Sidney Combined Sheller and Boot requires no hopping to boot, no fan to discharge grain to boot, the grain being discharged direct from sheller to the boot, the boot forming a part of the sheller. All bearings babbited with the very best babbitt. End plates removable, making interior of boot or sheller easily accessible in case of accident to machine or choke up in elevator. All shelling parts of shelling surface chilled, insuring durability; same applying to all **"SIDNEY"** Corn Shellers.

IT WILL DO THE WORK AND BELOW IS SOME OF THE EVIDENCE

The Philip Smith Mfg. Co., Sidney, Ohio

Gentlemen: In June, 1910, we installed one of your Combined Sheller and Boots in our elevator here and also in our elevator at Roseburg; we desire to say that they both do excellent work and are very satisfactory. Yours truly,
JOHN STUDABAKER & SON.

Bluffton, Ind., Dec. 15, 1910.

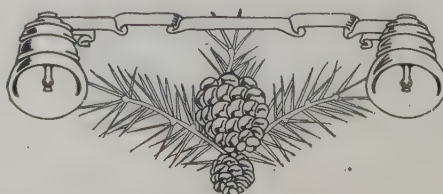
The Philip Smith Mfg. Co., Sidney, Ohio

Gentlemen: In reply to your letter of Dec. 14th wish to say that owing to the lateness of the corn crop we have not shelled much new corn as yet, but have shelled about 5000 bu. of old corn, and find your Combined Sheller and Boot entirely satisfactory. The thing we like the most about the sheller is the fact that there is no place for any loss of your grain in shelling. Believe that no one would make a mistake in installing such a sheller. Respectfully yours,
G. A. COLLIER.

Springfield, Ohio, Dec. 16, 1910.

Manufactured by

The Philip Smith Mfg. Co.
Sidney, Ohio

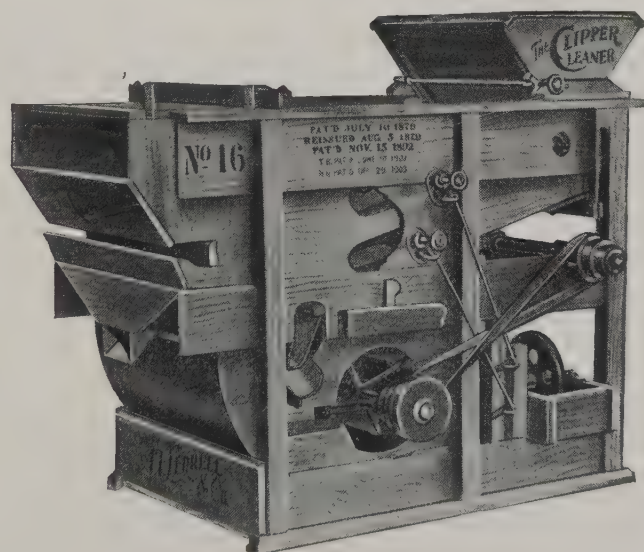


A Complete Stock at
Enterprise, Kans.



WE wish all a Merry Christmas, and trust that nineteen eleven will fare with you in the same generous manner that you have made nineteen ten fare with us.

We have just closed a satisfactory year's business in the sale of The "Clipper" Grain and Seed Cleaners and Graders. We are also assured of a prosperous year and increased sales in 1911. Each one of the thousands of machines sent out in 1910 will help us secure another order for the coming season. The "Clipper" Cleaner never fails to give satisfaction, if properly set up and operated. It can be set up by any



mechanic, is simple in operation and requires such a small amount of power and gives such satisfactory and profitable results that it is a constant source of revenue and satisfaction to the owner.

We thank you for your kind support in the past and solicit your future help and patronage.

A. T. Ferrell & Co.

Saginaw, W. S., Mich.

JAMES STEWART & CO.

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1811 Fisher Building

CHICAGO, ILL.

W. R. SINKS, Manager

R. H. FOLWELL, Engineer

BUILDERS OF HIGH GRADE

Fire-Proof Terminal, Cleaning and Transfer Grain Elevators



Grand Trunk Pacific Elevator at Fort William, Ont.—Capacity, 3,500,000 bushels.

A first-class, up-to-date grain elevator is always the cheapest, because of the absence of ever increasing expense for alterations and maintenance. Such a plant is always the most satisfactory, because of its low cost of operation, freedom from expensive shut downs, and the ease with which it works to the full capacity.

Engineering skill, care and resourcefulness in overcoming unusual conditions and experience in erecting modern grain elevators of all kinds are as essential as business standing and integrity.

Our clients are our best advertisement and recommendation. We gladly refer interested parties to them for information regarding our work and success attained in the operation of the plants. The Grand Trunk Pacific Elevator just completed on our own plans and specifications is described in this Journal. See page 855. It is one of a large number of successful structures planned or built by us. Following is a partial list of the elevators we have designed or built during the last six years:

	Bushels.		Bushels.
Grand Trunk Pacific Elevator, Ft. William, Canada....	3,500,000	Chicago, Milwaukee & St. Paul Ry. Co., Coburg, Mo....	300,000
American Malting Co., Buffalo, N. Y.....	2,500,000	Anheuser-Busch Brg. Ass'n, St. Louis, Mo.....	300,000
New Orleans Terminal Co., New Orleans, La.....	2,000,000	National Rice Milling Co., New Orleans, La.....	280,000
Pennsylvania Railway Co., Baltimore, Md.....	1,050,000	Canada Malting Co., Winnipeg, Canada.....	265,000
Washburn-Crosby Co., Buffalo, N. Y.....	1,000,000	Washburn-Crosby Co., Louisville, Ky.....	250,000
Consolidated Elevator Co., Ft. William, Canada.....	1,000,000	Baltimore & Ohio Railroad, Baltimore, Md.....	250,000
Western Canada Flour Mills Co., Goderich, Canada....	550,000	Albert Schwill & Co., Chicago, Ill.....	240,000
Quaker Oats Co., Peterboro, Canada.....	540,000	Gates City Malting Co., Omaha, Nebr.....	200,000
Texas City Transportation Co., Texas City, Tex.....	500,000	Corn Products Refining Co., Granite City, Ill.....	150,000
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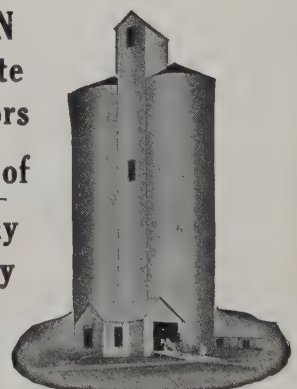


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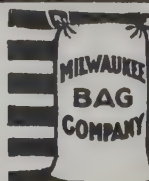
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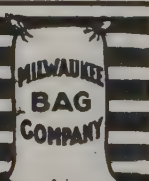
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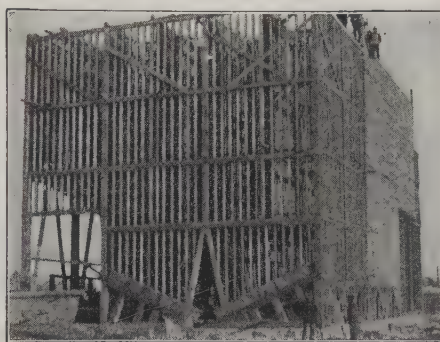


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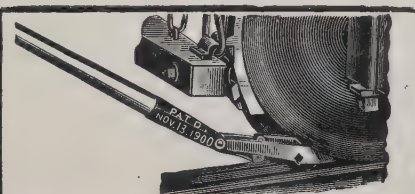
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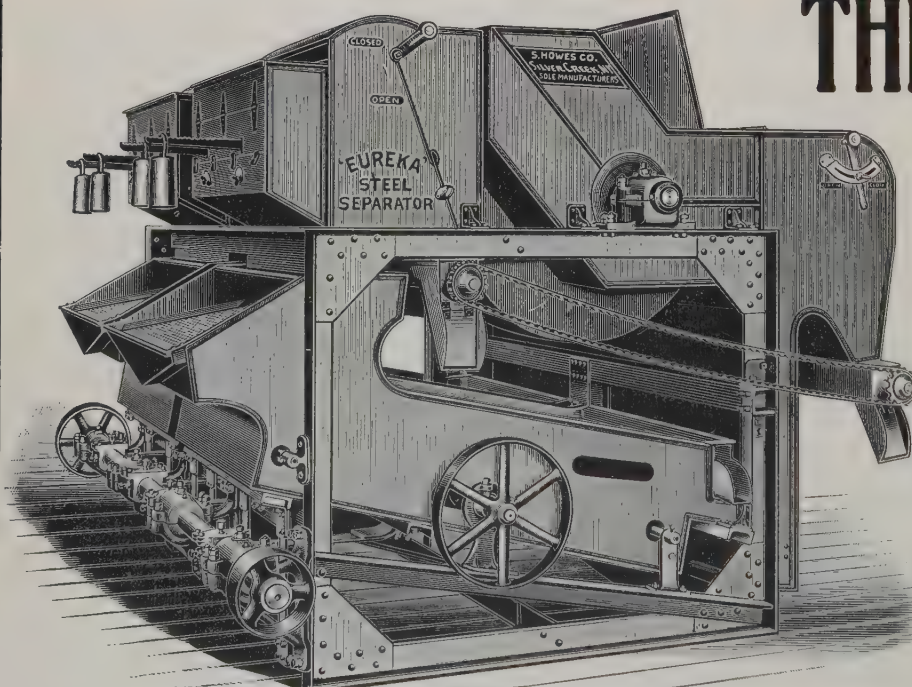
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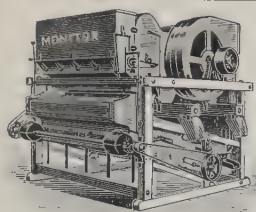
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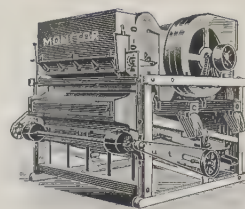
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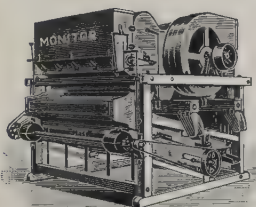
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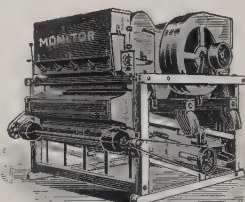


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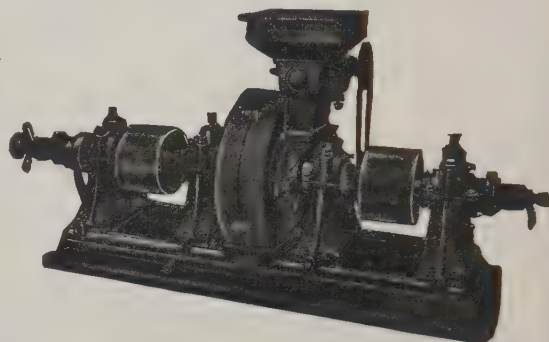
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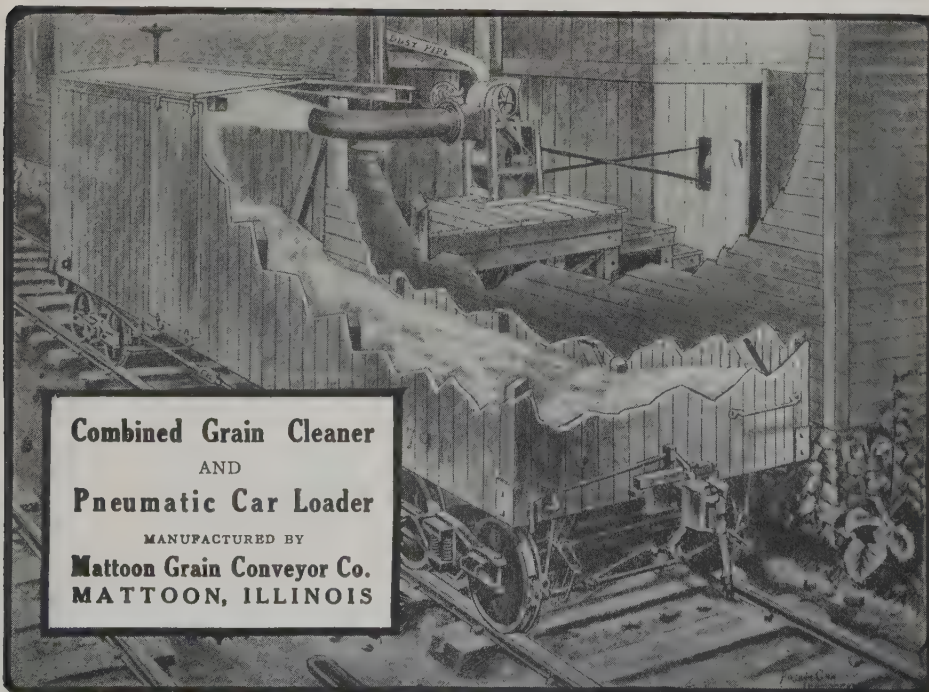
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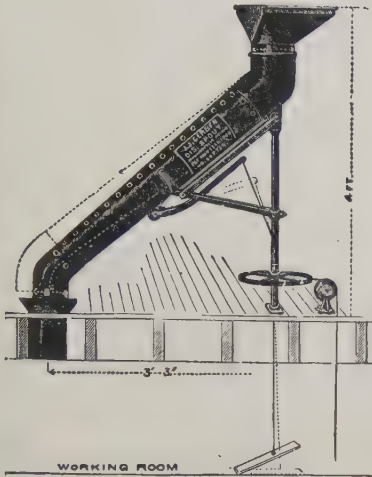
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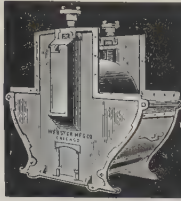
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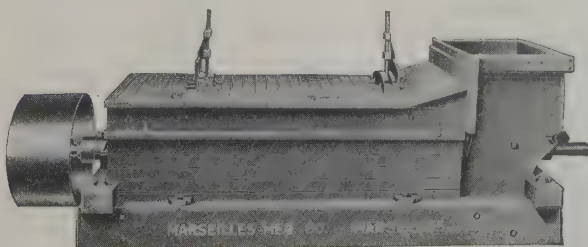
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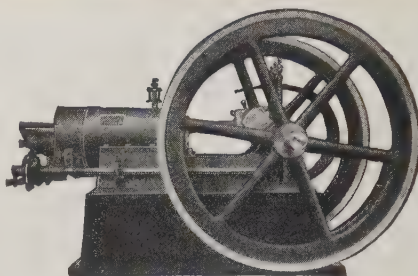
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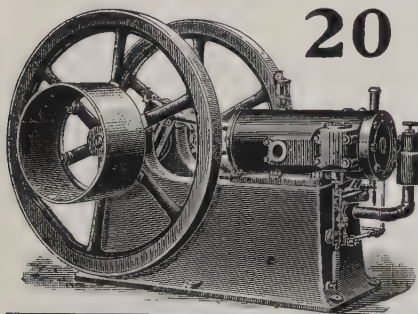
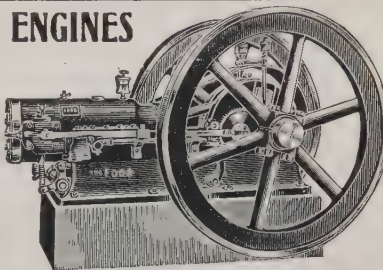
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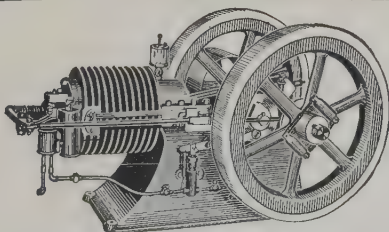
We guarantee them to do all that we claim. They are made in several sizes and styles. Send for Catalog.

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GAS AND GASOLINE ENGINES

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SAVES GASOLINE—This engine runs on $\frac{1}{4}$ less gasoline than any other make. Let us prove it. Try one in your elevator for 30 days FREE. Cylinder is cooled without the use of fans or water, there is nothing to "freeze up." Many large firms use this engine exclusively. We will be glad to furnish you their names. **GADE BROS. MFG. CO.,**
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Rubber Protector \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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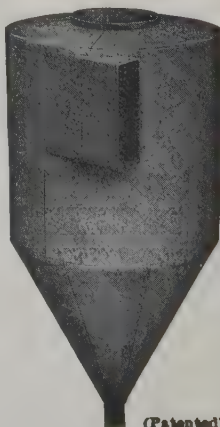
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Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems.

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(Patented)

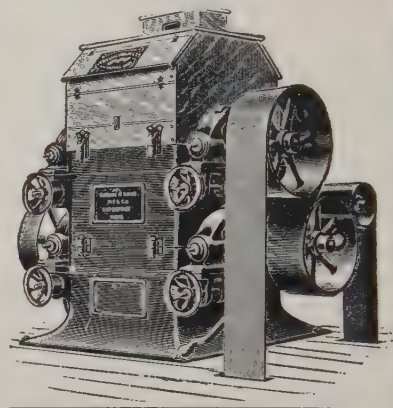
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But that isn't the only advantage of this Ehrsam Two-High mill. It's made of finest materials for strength and long service. Frame is all cast iron—and arranged so that rolls can easily be removed for grinding and corrugating. Don't decide on any corn and feed mill till you get all the facts about the

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"TWO-HIGH"**

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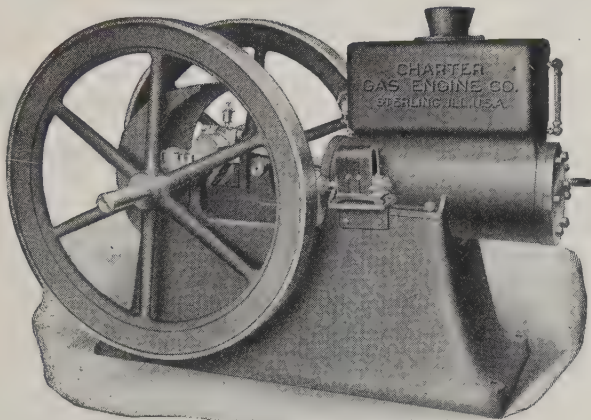


"The per cent of loss saved by the '1905' over the old 'Cyclone' is from 71 $\frac{1}{2}$ % to 80%. These losses are due to dust collector friction and take into consideration nothing but the Collector."—The Mechanical Engineering Dept., University of Michigan.

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1905"**

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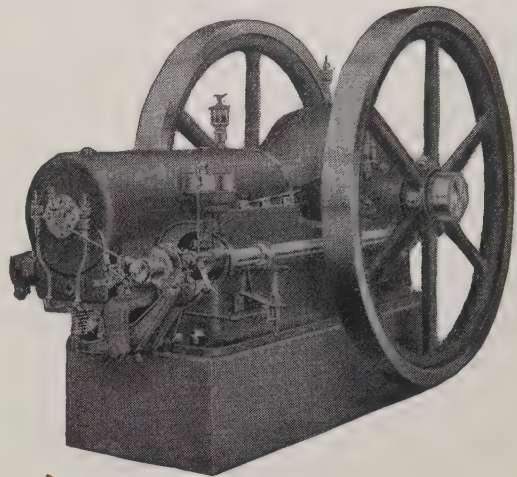
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Write us for a list of elevators using THE FIELD



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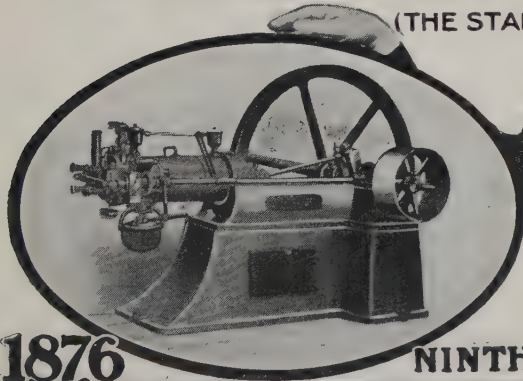
JACKSON, MICH.

34 YEARS AGO

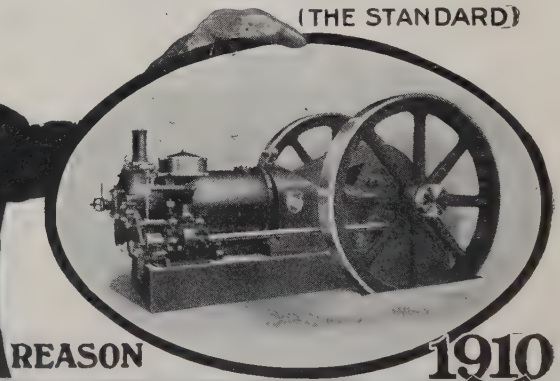
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TO - DAY

(THE STANDARD)



NINTH



REASON

1910

Why OTTO Products are Cheapest

WHAT OUR SUCCESS MEANS TO YOU!

SOME SUCCESSES—

are of the brass band variety....Some of them spring up much like fungus that rises over night, only to wither with the first sun. But the success of the Otto has been different, for 34 years now we've been building, working out a consistent, steady growth. In 1876 the Otto was the only practical gas engine, and year after year since that time has the Otto forged ahead, each year seeing its improvements and resultant growth of business and reputation. Today, with over 100,000 Otto engines and over 11,000 Otto Suction Gas Producers in successful operation, the Otto Gas Engine Works, with seven factories in various countries, is the oldest and most successful Company in the world manufacturing gas and gasoline engines. Now, the significance of this to you is—
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John Dower of the St. Louis Merchants Exchange, says:

"A Correct Scale
is essentially the most important factor in a shipper's financial success."



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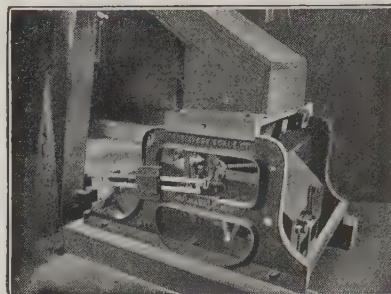
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Write today for Catalog.

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Would you trust the handling of your BANK ACCOUNT to the first man to ask you for it without investigation?

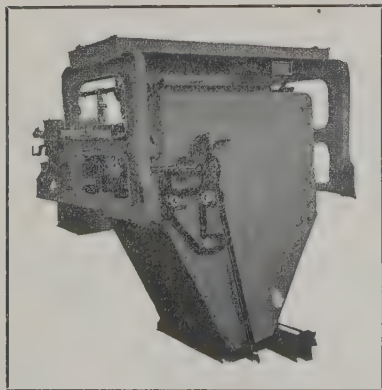
**YOUR SCALE RUNS YOUR
BANK ACCOUNT**

GET ITS REFERENCES!

AVERY SCALE CO.
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Like old friends, the Richardson Automatic Scale proves true!

A Jolly Good Xmas and a Bright and Prosperous New Year to our many friends and patrons, and we use this medium of conveying our Best Thanks for the confidence reposed in us.



We are in the business to make new friends, and to this end we have this little story to tell:

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A book for the use of country grain buyers in keeping a record of grain received from farmers.

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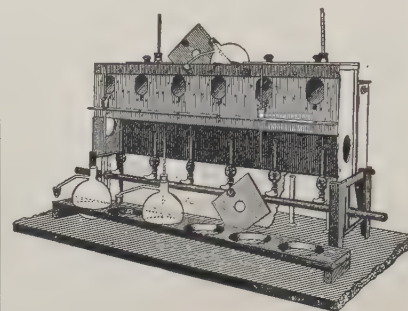
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Manufacturers of all Kinds of
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Best Scales Made For
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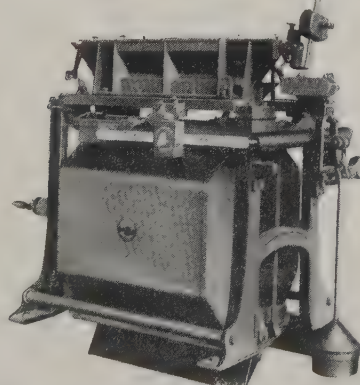
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FORM 24

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Across top of left hand page is printed "Shipments To....." the column headings on this page are: Date Shipped; No.; Car Initial; Car No.; Kind of Grain; Grade, Bushels or Weight; Price; Am't. of Draft; Remarks. The right hand page is ruled with column headings as follows: Date Returned; No. Bushels Returned; Grade; Date Sold; Price; Freight Paid; Other Charges; Total Charges; Over Charges; Net Proceeds; Balance. Above the date column on each page are the figures "190." In the column headed "No." on each page is a column of figures running consecutively from 1 to 50, thus numbering the lines on each page for quickly following record across the double pages.

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has three separate locks. Cannot be opened
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Requires no sealing press, thereby sav-
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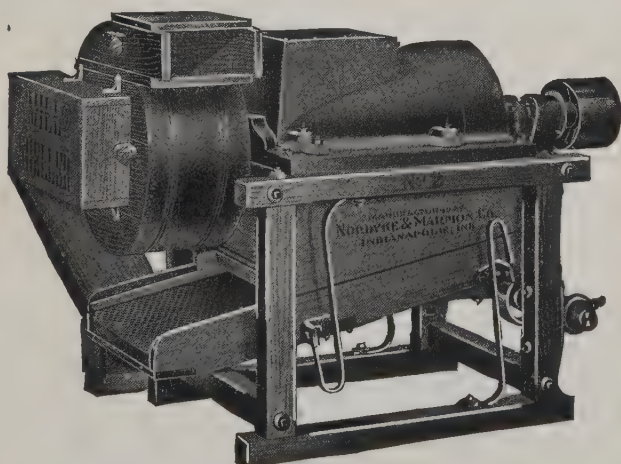
To lock: Insert loose end in mouth of
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A Combined Sheller and Cleaner for
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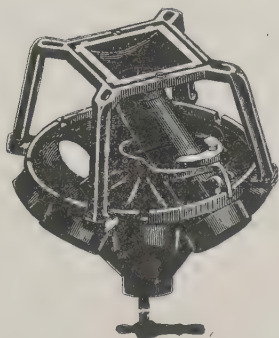
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The same loss is made when you mix this wheat in a bin containing 1000 bushels of oats; or when you spill it in your cupola, mixing it with other grains, heretofore spilt; or clearing a choke, and mixing it in your pit with other grains from other chokes.

It's all an indirect way of wasting MONEY, discerned, however, only by the thoughtful.

That's why the

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is every day, everywhere, displacing other crude, wasteful devices. Its design and its signaling feature does it.

IT PAYS

in this indirect way many times its cost every year; sometimes in ONE DAY.

You will find your neighbors have them in any State. Ask them about it, or let us send you what they say.

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The right size head pulley is the best. The right speed and spacing and shape of buckets will do the best work. The correctly-shaped bucket that runs full of grain will do the most work.

So with all the other elements of equipment. This is axiomatic.

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There is no waste in materials or power. No loss of time in operation with a HALL SPECIAL. It will pay any one in any elevator to adopt it.

He cannot make a mistake, either in cost or results.

SENT ON TRIAL.

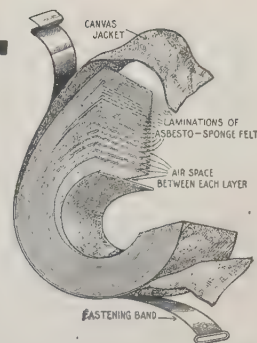
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Won't Crack, Break or Lose its Insulating Value from Vibration or Rough Usage

The temperature of high pressure pipes soon dries out molded and ordinary pipe coverings. Then expansion and contraction of the pipe and vibration reduce the carbonate of lime (chalk) and other like materials with which these coverings are filled, to a powder. This powder settles at the bottom of the canvas covering, leaving the top insufficiently covered, and gradually sifts through the canvas. Thus, what little insulating properties they originally had are quickly lost.



J-M Asbesto-Sponge Felted Pipe Covering

retains its high insulating properties indefinitely. Pipes covered with it can even be walked upon without injury. This is because it is made of layers of fine paper, composed of pure, long-fibred Asbestos and a small quantity of granulated sponge. It has been found in perfect condition after more than 15 years' service on underground pipes.

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bad
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will give better service no matter what your battery requirements are. They are absolutely reliable and maintenance cost is less than in any other batteries made.

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until your elevator is full of hot or damp grain before ordering a

HESS IDEAL DRIER

which is designed especially to meet the needs of country elevator men. It will not be safe for you to buy wet or immature grain, unless you have a drier of known merit, one you can depend upon drying any grain as is wanted. Let us send you the essential facts and you will give one of our driers a chance to pay for itself.

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SAVES TIME, MONEY AND PREVENTS ERRORS

It shows at a glance or with the simplest addition the cost of any quantity of Oats, Corn, Rye, Flax Seed, Wheat, Clover, Peas, Potatoes Barley and Buckwheat at any possible market price per bushel and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

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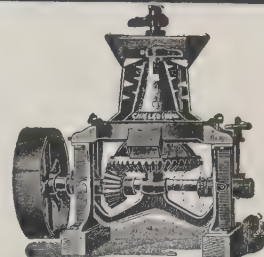
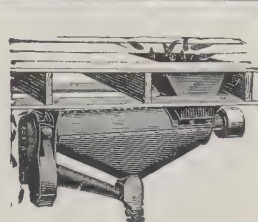
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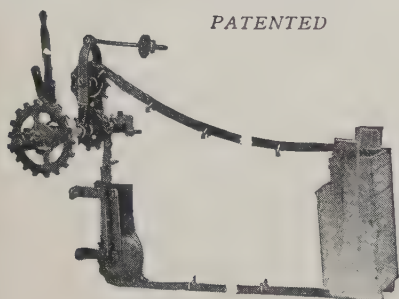
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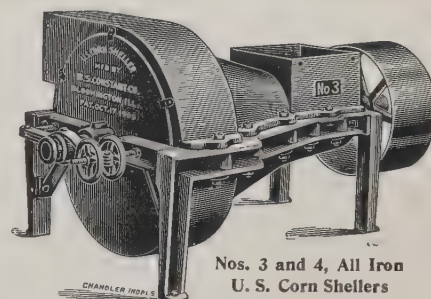
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Any contractor will furnish our specialties if you will specify them. So don't forget.

Catalog No. 2 and our Expert's Services are yours free of charge.



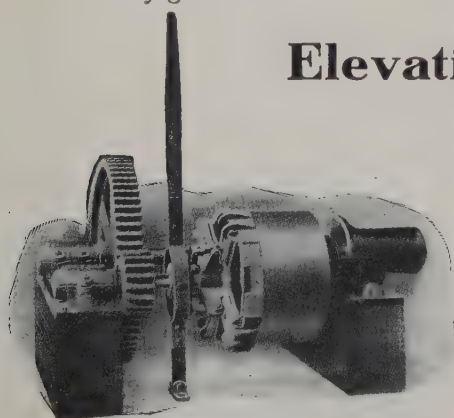
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This is a sturdily constructed piece of machinery, made with extra heavy bearings and gears, and of guaranteed efficiency. Illustration shows our Car Puller furnished with friction clutch, which is the most desirable type of clutch. We can, however, furnish it with jaw clutch when desired.

WELLER-Made Car Pullers have been known to haul double their rated capacity, and we positively guarantee them to haul the rated capacity.



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Best for

DOMESTIC USE

6-inch Shaker Screened Lump

6x3 inch Roller Screened Egg

3x1½ inch Roller Screened Nut

Contain no Screenings or Impurities

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Old Colony Building, CHICAGO

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is MORE than the standard; it is the best! When you buy "L-R" Anthracite or "L-R" Bituminous coal, you not only get the very best the market affords, but you get even more than this. You get

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This means that when you order coal from the "L-R" Company, you get "what you want when you want it," and if you have had much experience in buying coal you know what this means.

We are shippers of the very best coal from the following fields:

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AND AT THEIR EASTERN TERMINAL.

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ONE NO. 5 INVINCIBLE receiving separator and malt cleaner for sale. Good as new. Will clean thoroughly any kind of grain. Made by the Invincible Grain Cleaner Co., Silver Creek, N. Y. Write for particulars. Clarence T. Birkett, 27 Pine Street, New York City.

SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfiee, belt drive; 1-7"x15" Alfiee, 2 high roller mill. Separators: 1 No. 1 1/2 Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

MACHINES FOR SALE. 1 No. 9 Monitor dustless double barley separator, 1 No. 8 Monitor special barley separator, 1 Rochester flax grain & seed cleaner, 2 No. 5 Clipper grain & seed cleaners, 2 double car unloaders, 1 car puller, 4 friction clutch pulleys, 2 distributing spouts, 1 flexible car loading spout, 6 day dust collectors and 1 fan, 6-500 bu. Fairbanks scales, 1 4 h. p. steam engine, 1 Worthington steam pump, 1 fire pump, 1 heater and purifier, 6 hopper tanks for elevator boots, 4,000 very good elevator buckets, 1 26-inch rubber drive belt, 2 26-inch rubber conveyor belts, 2 24-inch rubber conveyor belts, 1 20-inch elevator belt, 300 perforated zinc sheets new and second hand, 300 small rope sheave guides. We guarantee all machines to be in good condition. Write for what you want and you will be surprised at our low prices. La Crosse Wrecking Co., La Crosse, Wis.

SECOND HAND MACHINERY.—We offer the following Rebuilt Machinery at greatly reduced prices (subject to prior sale): Largest stock in the world. Separators—Big lot large and small capacities.

Feed Mills, 7x14 two pair high and 7x14 three pair high Nordyke & Marmon, 7x14 three pair high Richmond, 9x14 two pair high Allis, 9x24 two pair high Barnard & Leas, and 9x30 3 pair high Wolf.

Roller Mills, 9x30 Stevens single; 9x18; 9x24 and 9x30 Allis, Stevens, Barnard & Leas, Nordyke & Marmon, Case double and 300 more of various makes and sizes. Attrition Mills, 19 inch and 24 inch Foos, 18, 20 and 24 inch Monarch, 30 inch American and 24 inch Cogswell.

Corn Crushers, No. 12 Sullivan; No. 7 and 8 Bowsher; No. 1 Foos; No. 2 Triumph. Elevator Belts—A big lot with buckets attached of various lengths and sizes.

Pulleys—A big lot, both wood and iron from 3 inch to 10 ft. in diameter. Write for Catalog No. 66 G.

B. F. Gump Co., Mill and Elevator Machinery, 431 S. Clinton St., Chicago.

MACHINES FOR SALE.

260 HEAVY ELEVATOR BUCKETS 12"x7", for sale cheap. P. H. Pelkey, Box 3147, Wichita, Kansas.

NEW NO. 30 EUREKA OAT CLIPPER at your own price. Never been uncanted. Reason for selling, no use for it here. Write us if interested. Border Queen Mill & Elev. Co., Caldwell, Kansas.

MACHINES FOR SALE. One 18" Engleberg Hallstead attrition mill, one 24" Foos mill, two 24" Cogswell attrition mills, one 34 h.p. Miami gas or gasoline engine, one style N. Foos grinder, one No. 7 Bowsher and one No. 10 Bowsher feed mill, one 18x32 automatic steam engine, 100 to 150 h.p. Straub Machinery Co., Cincinnati, Ohio.

ONE NO. 8 MONITOR scouring machine, one Wolf patented inter-elevator flour dresser and one Unique flax grinder for sale. All in good shape, the last two nearly new. Address United Grain Co., Minneapolis, Minn.

FOR SALE—Three stands, 6x18, two pair Barnard & Lea's roller mills, one ultimeter flour machine, one No. 0 Cornwall corn cleaner, one No. 0 warehouse sheller, all in good condition. Address M. D. J., Box 12, Grain Dealers Journal, Chicago, Ill.

EASTERN S. DAK. For sale—complete equipment for 50 bbl. flour mill, including engine and new 50 h. p. boiler. All machinery has been overhauled and rolls recorrugated. Will sell all or part at a bargain. Address V. E. F., Box 9, Grain Dealers Journal, Chicago, Ill.

STEAM ENGINES—BOILERS.

GASOLINE ENGINES—LOW PRICES.

20 H. P. Fairbanks-Morse.....\$250
20 H. P. Weber.....250
25 H. P. Ohio, used 4 months.....300
28 H. P. Charter, used 6 months.....350
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Engines complete with gasoline and water tanks. We have for sale steam engines and boilers at relatively low prices. J. I. Wile Machinery Co., Platteville, Wis.

REBUILT ENGINES AND BOILERS.

ENGINES—CORLISS: 20x48 Wheelock, 18x36 Ohio Heavy Duty, 14x42 Hamilton, 14x36 Vilter, 12x36 Allis, etc.

ENGINES — AUTOMATIC: 15x14 Erie, 14 1/2x16 Buckeye, 11x16x12 Buffalo Compound, 13 1/2x15 Taylor, 13x16 Erie, 13x12 Harrisburg-Ideal, 13x12 Phoenix, 12x14 Green, 12x12 Armstrong & Sims, 11x16 Atlas, 10 1/2x14 Buckeye, 10x14 Noyes, 9x12 Russell, 7x10 Atlas, etc.

ENGINES—THROTTLING: 16x22 H. S. & G., 14x18 Sinkler-Davis, 14x14 Lewis Vertical, 12x16 Reed, 12x14 Gibbs, 12x12 Wells, 10x16 Bass, 10x12 Oil Well, 9x12 Ball, 9x10 Reed, 8 1/2x12 Lefell, 7x10 O. & S., 6x8 Industrial, etc.

BOILERS — STATIONARY: 72x18 high pressure, 72x18 standard, 72x16, 66x16, 60x16, 60x14, 54x16, 54x14, 48x14, 44x14, 44x12, 42x12, 36x16, 36x12, etc.

BOILERS—FIRE BOX: 100, 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h.p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5 and 3 h.p., etc.

HEATERS: All sizes, open and closed.

PUMPS: All sizes, single and duplex.

MISCELLANEOUS: Saw mills, lath mills, edgers, cut-off saws, re-saws, blowers, exhaust fans, tanks, etc. Write for list. Also full assortment of new machinery. Sole manufacturers of the celebrated "Leader" Injectors and Jet Pumps. Send for circular. The Randle Machinery Co., 1748 Powers St., Cincinnati, Ohio.

GASOLINE ENGINES.

ONE 25 H.P. GAS or gasoline engine for sale at a sacrifice. Callahan make; good as new. Kingscreek Milling Co., Urbana, Ohio.

17 H. P. GAS OR GASOLINE engine for sale. Fairbanks make, self starter. Michigan City Paper Box Co., Michigan City, Ind.

IF YOU HAVE a gasoline engine for sale advertise in the "Gasoline Engines" column of the Grain Dealers Journal and get quick results.

15 H. P. WITTE gasoline engine for sale cheap, with tanks, piping, clutch pulley, etc. Independent Electric Machinery Co., Kansas City, Mo.

25 H.P. FAIRBANKS-MORSE gasoline engine for sale. Complete and ready to run. Practically new. Price \$500. Gilboa Grain Co., Gilboa, Ohio.

FOR SALE—One 5 h. p. Termaat & Monahan gasoline engine, one 15 h. p. Nash vertical, one 50 h. p. Miller, improved. Gregory Electric Co., 16th & Lincoln Sts., Chicago, Ill.

BEFORE YOU BUY, let us know what your power requirements are as we are sure to have just what you want in our stock of slightly used high grade gasoline engines. Gas Power Engineering Co., Milwaukee, Wis.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

SCALES FOR SALE.

SCALES for elevators and mills, lowest price. Chicago Scale Co., Chicago.

FAIRBANKS AUTOMATIC SCALE for sale. Capacity 1,250 bus. per hour. Perfect condition. Howe Elevator Co., Howe, Nebr.

ONE FAIRBANKS 44 ft. track scale for sale. Type registering beam, in good condition. For further particulars address Standard Cereal Co., Chillicothe, Ohio.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

FAIRBANKS R. R. TRACK SCALE for sale. Will weigh any 36 ft. car and capacity over 100,000 lbs. In good working order, but have no more use for it. Schug & Horn, Monroeville, Ohio.

SCALES WANTED.

AUTOMATIC SCALE WANTED. One or two bu. hopper capacity. H. H. Troxel, Topeka, Ind.

HAY PRESSES FOR SALE.

AT HALF ITS VALUE, one Alligator full circle box hay press and straw press, 17x22, for sale or will exchange for a good lime grinder and pulverizer. H. C. Kyner, Shippensburg, Pa.

ELEVATORS FOR SALE.

POTTER, ATCHISON CO., KANSAS. 12,000 bu. capacity grain elevator for sale. Address Farmers Elevator Co., Potter, Kansas.

TWO ELEVATORS OF 25,000 and 12,000 bus. capacity for sale. Doing good business, good territory. Address Pearson & Hayton, Marshall, Okla.

NEW ILLINOIS ELEVATOR of 15,000 bu. capacity for sale. Only house at station. Ships 80,000 to 100,000 bu. per year. Can engage in coal or lumber without competition. Extra bargain. Address S. A. B., Box 1, Grain Dealers Journal, Chicago.

ELEVATOR IN NORTHERN IOWA doing good business, no competition. Past results will show property will pay a high rate of interest on the investment. Cash trade only. Address Iowa, Box 5, Grain Dealers Journal, Chicago.

SOUTH DAKOTA. New cribbed elevator for sale in Bonhomme Co., S. D., at a reasonable price. Might trade for clear piece of land in S. D. Good business and good reasons for selling. Address Bonhomme, Box 12, Grain Dealers Journal, Chicago, Ill.

WESTERN OHIO. For sale 15,000 bu. elevator and 75 bbl. flour mill combined with coal business. No competition. Well located in western Ohio. Inspection solicited. Price \$7,500. E. C. Brungard, Big Springs, Ohio.

35,000 BU. ELEVATOR and 150 bbl. mill for sale. 250,000 bu. wheat, 5,500 sq. miles tributary territory; good custom work; big market. Town gives bonus and free taxes. Small cash payment, long time and low interest on balance. Address Bargain, Box 11, Grain Dealers Journal, Chicago, Ill.

ILLINOIS. For sale 10,000 bu. cribbed elevator handling 200 M bu. grain annually, together with coal, lumber, tile, hay and other paying lines. 7 h.p. Charter gas engine. No competition. Have good reasons for selling. If you want something first class this is it. Address N. N. E., Box 11, Grain Dealers Journal, Chicago, Ill.

THAYER COUNTY, NEBR. Elevator for sale in wheat and corn belt. Large crop to move this year; nearly all grain is marketed; no cattle feeding; only two elevators in town of 1,200; good school and churches; last year's business 110,000 bu.; can be increased; also coal can be added. Best opportunity in state. Address County, Box 9, Grain Dealers Journal, Chicago, Ill.

TEXAS ELEVATOR FOR SALE. Capacity in bins 20,000 bu. Warehouse storage, 10 cars, hay storage, 20 cars; ear corn crib, 2,000 bus.; cotton seed warehouse, 2,000 bu.; 1,000 tons coal storage. Equipped with all machinery. Can handle with least expense 5 cars in and out daily. Town 8,000 and good grain point. One block from Santa Fe R. R. Address Texas, Box 5, Grain Dealers Journal, Chicago.

ILLINOIS. Two new modern elevators in corn belt of Ill., each 30,000 bu. capacity, do a business of 400,000 to 500,000 bu. yearly, on good margins, organized territory, no competition at either point. Do a nice implement business at both points. Good reason for selling; price \$25,000; make terms to suit; will sell either or both or half interest to right party. Further particulars address Rex., Box 10, Grain Dealers Journal, Chicago, Ill.

KANSAS. For quick sale 10,000 bu. capacity grain elevator. Two large cement dumps, ear corn or threshed grain, fine sheller, cleaners, grinder, gas engine and everything necessary for successful handling of all kinds of grain; gravity lead to sheller. Is doing heavy business and in excellent condition. Owner did more than \$160,000 worth of business last year and cleared more than \$5,000 net. Best location in Kansas, being in Sumner Co. Best grain section in the west. Price \$6,500 cash for quick sale. Could give terms on part. Address F. L. D., Box 7, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

EMERSON, IOWA. 30,000 bus. capacity cribbed elevator and ice plant for sale. Both doing a good business. No trades considered. Address J. W. Crawford, Emerson, Iowa.

15,000 BU. ELEVATOR, iron clad, for sale or trade. In good grain section doing good business. Will trade for a good farm or will give time on part. Address Lock Box 42, East Liberty, Ohio.

OHIO. Elevator, coal and lumber business for sale. Net profits \$3,500 annually. Located on main line of T. & O. C. R. R. No competition. Owner wants to retire to farm. Address Farm, Box 12, Grain Dealers Journal, Chicago, Ill.

CENTRAL WISCONSIN elevator and feed mill for sale. Well established, run for years. Owner has made enough money, wants to retire and go to California. A big bargain if sold at once. Address Peter, Box 9, Grain Dealers Journal, Chicago, Ill.

KANSAS. A line of three elevators located in the best corn territory of north-east Kan. Also flour, feed and stock business in connection for sale or will trade for good land that is worth the money. Address Sale, Box 12, Grain Dealers Journal, Chicago, Ill.

SMALL ELEVATOR, coal and cement block business for sale. Buildings new and complete; 35 h. p. gasoline engine, 5 stands of elevators, meal and feed mills. Location splendid. Price right. Full particulars upon application. Address W. H. Allenbaugh, Greenup, Ill.

SOUTHWESTERN MINNESOTA. Line of elevators in Southwestern Minn. for sale. Doing a good business. Local and crop conditions never better; houses in good repair, equipped with all modern machinery. Full particulars on application. Address Minn., Box 4, Grain Dealers Journal, Chicago, Ill.

WESTERN OHIO corn belt elevator for sale. Favorably located, doing a very profitable business in grain, hay, seed and coal. An excellent town of 1500; two trunk line railroads; plant is good as new and modern. A bargain for you if you will write today. Address Buckeye, Box 11, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS elevator for sale. On B. & O. S. W. R. R. Ship about 125 cars of grain, 75 cars of hay and handle about 40 cars of coal per year. Capacity 25,000 bus., outside ear corn crib 10,000 bus., 25 h. p. gasoline engine, Western corn sheller and cleaner. Price \$6,500. Address H. E., Box 7, Grain Dealers Journal, Chicago, Ill.

MISSOURI. Elevator for sale in grain belt of Mo. on Wabash R. R. 90 miles east of Kansas City. Flour, feed and meal business in connection. No competition. Good business. Machinery all new. Price reasonable, terms easy. Poor health cause of selling. Address K. E. Y., Box 6, Grain Dealers Journal, Chicago, Ill.

EASTERN INDIANA ELEVATOR for sale, located on P. F. W. & C. Ry. Capacity 20,000 bus. Grist mill, hay and coal sheds in connection; handles 150 cars of grain, 300 cars of hay and 100 cars of coal annually; equipped with up to date machinery; in town of 1,800. Interurban Ry. running alongside of elevator. A money maker for the right man. For further particulars address R. O. E., Box 9, Grain Dealers Journal, Chicago, Ill.

OHIO. 30,000 capacity elevator on C. C. & St. L. R. R. for sale. Cribbed bins, all hopper bottom; corn cribs for 5,000 bus. ear corn; 20 h.p. gas engine; floor room 20x40. Also 9 room dwelling, hot and cold water, heated with furnace; good new barn, all cement floor and tile roof. Coal shed, 90 feet long, all cement floor. Will sell all for \$13,000. No one need apply unless they mean business. Address A. N. K., Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

HAMBURG, MICH. Elevator for sale. Only elevator in town. Address J. J. Watkins, Hamburg, Mich.

NEW HAVEN, IND. For sale 10,000 bu. grain elevator and large warehouse. Fine opportunity; good profits, easy terms. Address The Raymond P. Lipe Co., Toledo, O.

SOUTHWESTERN IOWA elevator and coal business for sale in town of 1,500. Good territory; on own ground. Address I. R. V., Box 10, Grain Dealers Journal, Chicago, Ill.

KANSAS. For sale 12,000 bu. elevator on Mo. P. R. R. Good wheat and corn territory in Rice Co. Price \$1,200. For particulars address J. H. Schmidt, Geneseo, Kansas.

NORTH DAKOTA. Two elevators for sale. Houses are new and in good shape. Cap. 28M each; prices right; terms cash or part cash and good security or No. Dak. land. Address Terms, Box 11, Grain Dealers Journal, Chicago, Ill.

FT. WAYNE, IND. For sale grain elevator and hay barn near Ft. Wayne. Good location; good margins. \$5,000, one-fourth cash, balance easy terms. Would separate the grain and hay business. Address John Wisner, Nicholas Bldg., Toledo, Ohio.

CAVALIER CO., N. DAK. A good 35,000 bu. capacity elevator for sale in Cavalier Co., N. D. House on good repair and first class in every respect. Crops good; will make terms. Must sell on account of wife's health. Address A. P. R., Box 4, Grain Dealers Journal, Chicago.

MINNESOTA. 55 miles from Minneapolis, elevator for sale. At good station; county seat, 10,000 inhabitants, good schools and churches. Plant in perfect order, electric power, modern machinery; good feed and flour business in connection. Good reasons for selling. Address Sota, Box 10, Grain Dealers Journal, Chicago, Ill.

CENTRAL OHIO. \$3,800 will buy a 10,000 bu. cribbed elevator on Z. & W. Ry. Population of town 500; good grain and hay section, also coal and retail feed business in connection. Will take 1/4 cash and balance within two years. Good reasons for selling. For further particulars address K. N. F., Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN ALLEN COUNTY, OHIO, for sale. Capacity 16,000, good shipping for grain, hay and seed, handling 150 cars of grain annually; coal sheds in connection. Practically new elevator and equipped with up to date machinery. Good reasons for selling. Will give possession at once. Address Allen, Box 10, Grain Dealers Journal, Chicago, Ill.

WESTERN INDIANA ELEVATOR for sale. Good as new. Handles from 75 to 100 cars of grain a year. Also salt, cement and good coal business handling from 60 to 80 cars of coal yearly. Good feed grinder. No competition; in a good town of about 750 population and good farming country. Will sell right. For further information inquire of T. J. Connell, Milton, Ind.

SOUTHERN KANSAS. For sale—10,000 bu. elevator and coal business. Elevator is fully equipped with cleaners, hopper scale, Fairbanks-Morse gasoline engine, etc. Large office and coal bins. This is a money maker; only grain and coal business in town; located in So. Kan. in one of the best wheat and corn sections in the state. Address Business, Box 9, Grain Dealers Journal, Chicago, Ill.

PUTNAM COUNTY, OHIO, elevator for sale. Capacity 15,000 bus. cribbed structure, located on Ohio Electric Ry. Almost new and in good condition; equipped with all up to date machinery. Population of town 800. Good corn and oats territory, handling about 150,000 bus. of grain annually; coal sheds and retail feed business in connection. Will sell all or two-thirds interest. Address Putnam, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATOR TO EXCHANGE for land. A 25,000 cribbed elevator on I. C. Ry. Handles annually 175,000 bu. One good competitor. Small town. Price \$7,000. Address James M. Maguire, Campus, Ill.

OKLAHOMA. For sale, elevators and storage aggregating 65,000 bu. located at three best points on the O. C. R. R. Country new and fast developing. Doing good business in corn now. Price \$8,000. Good terms if desired. Address G. F. B., No. 104 Exge. Bldg., Kansas City, Mo.

CENTRAL NEBR. Grain and coal business for sale in county seat town. Capacity of elevator 12,000 bu., coal house for 600 tons of coal, station ships 300 cars of grain and sells about 200 cars of coal per year. Nice town to live in. Competition good. Prices right. Address Coal, Box 12, Grain Dealers Journal, Chicago, Ill.

ILLINOIS. McDonough Co., on the C. B. & Q. 30,000 bu. house on own land with dwelling. First class up to date construction, complete modern equipment. Station handles 500,000 bus. yearly. Two elevators, fine little town. Must sell account of other large interests. Terms to suit. Address C. L. E., Box 12, Grain Dealers Journal, Chicago, Ill.

CENTRAL IND. ELEVATOR BARGAINS. New slate roof, 17 M. capacity, ships 125M., best conditions, cent. Ind. \$9,000, terms. One GR & I Ry., iron clad, bargain, 1. Ind., ships 90M. good retail, \$7,000. Cent. Ind. Van Ry. ships 155M. retail pays expense, \$12,000. A good \$3,750 bargain, Big Four E. of Indianapolis. The best county seat \$13,000 grain and retail ele. in Indiana. First class property and a bargain, nets \$4,000. A N. Ind. station, both elevators. They ship 300M \$11,500 terms. John A. Rice, Elevator Broker, Frankfort, Ind.

OHIO. For sale a good, new, modernly equipped grain elevator located in a small town, population 500, on a western Ohio traction line, which has connection with three of the best equipped steam roads in western Ohio. Any amount of cars at any time. Excellent freight facilities. Elevator capacity 6,000 bu.; in excellent grain section; large territory; good business; elevator handling 100,000 bu. annually; new 20 h. p. gas engine; natural gas for light, heat and power; no competition. Also an extensive coal trade, and new coal sheds. Fine opportunity. Reasonable rates if quick sale. Reason for selling, have other interests. For further information address Opportunity, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

J. D. CHANCELLOR, Fowler, Ind. I have a fine line of elevators for sale in Benton Co., Ind., at prices from \$8,000 up to \$40,000 and every one a money maker. Let me hear from you.

JOHN A. RICE, Frankfort, Ind. Exclusive elevator broker. Commissions only. Always have the very best offered, all prices, over 600 listed. Reliable and profitable service to both sellers and buyers without exception.

KANSAS CITY MILL & ELEVATOR brokers. We also deal in land and merchandise and all kinds of business propositions. We have parties wanting to buy or trade in all lines of business. List with us what you have and what you want and we will get you a deal, as we have a big list to select from in all parts of the United States. Address W. E. Hagenmaster & Co., Orient Hotel, Kansas City, Mo.

ELEVATORS FOR SALE. A fine 40,000 up to date elevator that handles 250,000 annually. One good competitor. Town of 600 on I. C. Ry. Price \$12,500. A 25,000 bu. cribbed elevator that handles 175,000 annually in town of 400 on I. C. Ry. No competition in town. Price \$6,000. A very fine elevator in town of 1,800 and no competition. Good grain territory in Illinois. Price \$12,500. Address J. M. Maguire, Campus, Ill.

ELEVATORS WANTED.

WANTED ELEVATORS. If you have an elevator for sale or trade, address Box 148, Independence, Iowa.

WANTED TO BUY ELEVATOR. Give full information in first letter. Address W. A. Meloy, Metamora, Ind.

KANSAS country elevator wanted in exchange for Topeka residence. Address Home, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—First class Okla., Kans., Nebr. or Mo. money making elevator in good town. Address N. O. K., Box 11, Grain Dealers Journal, Chicago, Ill.

OHIO. For exchange, fine business, room and dwelling, 1200 West Broad St. Columbus, O., for elevator and coal business in central or western Ohio. Address Howard Townsend, Irwin, Ohio.

KANSAS. Will exchange my fine home including 8 acres of land adjoining the city of Seneca, Kan., for an up to date elevator doing good business. Address H. R. Sheldon, Seneca, Kansas.

IF YOU WANT TO BUY an elevator make it known to the grain elevator men of the country by advertising in the "Elevators Wanted" column of the Grain Dealers Journal, Chicago, Ill.

TO TRADE—380 acres of land (the pride of Iowa) for first class elevator, balance cash and long time. Also want a first class location to build a No. 1 elevator in Oklahoma. Address Trade, Box 12, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

PENNSYLVANIA. Mill, grain and feed business for sale. Well located near Pittsburgh. Business per year will total about \$100,000. For particulars inquire of Nelson Weddle, West Newton, Pa.

ONE 40 BBL. Nordyke & Marmon mill for sale or lease. Good location; good opportunity. Also large list of rebuilt machines for flour mill and elevators. Write me for list. L. R. Veatch, Lincoln Bldg., Louisville, Ky.

MISCELLANEOUS.

MILLS AND ELEVATORS INSTALLED. Repairing and remodeling a specialty. Rope transmission and supplies. D. M. Firestone, Wakarusa, Ind.

WE WANT TO BUY a Burroughs adding machine that has been used a short time. Give size, price and condition in first letter. Address Behymer Bros., Rockford, Ohio.

Want a Job? —Advertise in the Situations Wanted columns of the Grain Dealers Journal.

BUSINESS OPPORTUNITIES.

GOOD FLOUR AND FEED business for sale. Terms reasonable. Box 135, Maryland, N. Y.

IF YOU ARE SEEKING a business write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ill.

IOWA. For sale, first-class grain, coal and implement business. Cash only. Address C. C. I., Box 11, Grain Dealers Journal, Chicago, Ill.

IOWA. On account of failing health I will sell my grain, coal, flour and feed business. City of good schools and churches. New elevator, work for four men. Will bear investigation. Address A. A., Box 10, Grain Dealers Journal, Chicago, Ill.

CASH FOR YOUR BUSINESS or real estate. I bring buyer and seller together. No matter where located, if you want to buy, sell or exchange any kind of business or property anywhere, address Frank P. Cleveland, 5951 Adams Express Building, Chicago, Ill.

ALABAMA. Want to retire and will sell large grain business, established for ten years. Most convenient warehouses and best location in city. Will lease or sell property. Located at Birmingham, Ala., the fastest growing city in the U. S. Population 1900, 38,415; 1910, 132,685; per cent of growth 245.4. Address Box 757, Birmingham, Ala.

COAL AND GRAIN BUSINESS. Retail coal and grain business in live Colorado town of 7,000. Climate unsurpassed. Fine farming country surrounding; 8 lots, corner, large buildings, brick office and grain room, motor, elevator and grinder, large hay barn capacity 75 cars, coal shed capacity 20 cars, with private switch running between. Doing excellent business; make 40% on investment. Business, lots, buildings and equipment of 3 heavy teams, 5 wagons. Price \$10,500; no trade. Ill health. Address P. O. Box 613, Greeley, Colo.

ELEVATOR SUPPLIES.

GRAIN TESTERS—Three sizes, one pint, one quart, and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stoney Island Ave., Chicago.

FOR SALE CHEAP, 3 million ft. 2x6, 2x8 W. P. cribbing, long timbers, corrugated iron; also 21 Fairbanks-Morse scales. Ruel & Carr, Wreckers, Toledo & Wabash Elevator No. 5, Foot Courtland Ave., Toledo, Ohio.

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SITUATIONS WANTED.

MANAGER OF COUNTRY ELEVATOR wants position. Experienced and capable; married, and can give references. Address E. L. Reed, Hallsville, Ill.

WANTED—POSITION by young man 25 years of age; 4 years' experience. Expert gasoline engine; good bookkeeper; best reference. Go anywhere. Address Ed, Box 4, Grain Dealers Journal, Chicago.

WANTED POSITION as grain buyer or to handle elevator. 15 years experience gas or gasoline engines. Speak English only; married; highest reference. B. Y. Cogar, Danville, Ky.

WANTED POSITION as manager of elevator or line of elevators. Years of experience; good judge of grain; hustler. Address S. T. O., Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION AS MANAGER of a country elevator. Have had 8 years' experience and can furnish A 1 references. Address Manager, Box 11, Grain Dealers Journal, Chicago, Ill.

MANAGER of elevator and coal yard wants position. Experienced; age 42, married. Am the right man for the right place. Address A. E. L., Box 6, Grain Dealers Journal, Chicago, Ill.

MANAGER OF ELEVATOR, either with a mill or a country station, wants position. Have had 25 years' experience and can give references. Address A. C. P., Box 3, Grain Dealers Journal, Chicago.

WANTED POSITION AS MANAGER of country station. Seven years experience. Can furnish references from former employers, also banks. Address T. S. El., Box 12, Grain Dealers Journal, Chicago, Ill.

YOUNG MAN 27 years of age wants position as manager of country station, 7 yrs. experience in central Ill., 3 yrs. with a line co. Best of references. Address Station, Box 12, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION AS MANAGER of country elevator in Ohio. 7 years experience in the grain business; can furnish A-1 references; married. For further particulars address L. U. T., Box 11, Grain Dealers Journal, Chicago, Ill.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situations Wanted" column of the Grain Dealers Journal.

FIRST CLASS GRAIN MAN wants position with some grain company. Have had six years experience and am competent to successfully fill any position pertaining to the grain business. Am not afraid of dirty work. Will go anywhere. Salary to start with no object. Can furnish best of reference. Address T. A. N., Box 8, Grain Dealers Journal, Chicago, Ill.

MANAGER drawing \$100 per month from a Farmers Elevator in central Kansas handling 300,000 bu. of wheat this year, wants the offer of a better paying position. Has thorough knowledge of office work, elevator machinery and Kansas milling trade. Cannot leave present position before Feb. 1st, 1911. Address W. S. P., Box 11, Grain Dealers Journal, Chicago, Ill.

INFORMATION.

INFORMATION WANTED as to the reliability of the Sprague Mercantile Agency of Chicago, from those who have had experience and know. J. A. Raibany, Box 12, Grain Dealers Journal, Chicago, Ill.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED MANAGER for a good up to date plant, corn, oats and barley station, handling coal, flour and feed. State age, experience, nationality and salary expected in first letter. Address John P. Coffey, Luverne, Minn.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

WANTED—Man to take charge of country elevator in Wisconsin. We want a hustler who can work a good retail trade in a town of about 15,000. State experience and salary wanted. Address Hustler, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED SUPERINTENDENT for small transfer elevator. Must be sober and a good executive man, competent to handle men and machinery. Apply, giving number of years of experience, former employer's name, age, etc., O. A. Talbott, Keokuk, Iowa.

ROCK PHOSPHATE.

ROCK PHOSPHATE makes grain. Ask for crop chart. The Farmer's Phosphate Co., Urbana, Ill.

SALT

**NEW BARRELS
NEW SALT
PROMPT SHIPMENTS**

**WRITE US FOR PRICES
THE COLONIAL SALT CO.
AKRON, O.**

MANHATTAN BLDG. CHICAGO D. S. MORGAN BLDG. BUFFALO, N.Y.

WANT HELP?

Then consult the "Situations Wanted" columns of the Grain Dealers Journal.

SEEDS FOR SALE.

MEDIUM RED CLOVER SEED for sale. 1 bag to 200. J. W. Richards, Ferris, Ill.

FOR SALE—SEED. Pure medium, mammoth and alsike seed. Write for samples and prices. Nathan & Levy, Ft. Wayne, Ind.

FOR SALE GERMAN MILLET our specialty and we are now ready for business on the new crop. Correspondence solicited. D. H. Clark, Galt, Mo.

FOR SALE—Kentucky grown orchard grass and Kentucky fancy blue grass, fancy and unhulled red top, car lots or less. Louisville Seed Co., Louisville, Ky.

YOU CAN EASILY find a buyer for your pure seeds and grain by placing an ad in this column. Send to Mgr. Want Ad Dept., Grain Dealers Journal for particulars.

ALFALFA SEED, grown in Artesian Valley for sale. Also cane, millet and kaffir corn. Write for prices. Meade Grain & Seed Co., Meade, Kans.

NEW MADRID SEED CORN for sale in car lots. Both white and yellow. Specially selected and put up in even weight branded bags. Jasper, Newsum & Co., New Madrid, Mo.

HIGH YIELDING SEED GRAIN. Varieties of oats—Silvermine, Big 4, National and Swedish select, recleaned and tested. Shipped on approval. Varieties of seed corn—Reid's yellow dent, Boone County white and early yellow dent, grown from selected seed stocks and bred especially for high yield and early maturing. Every bushel of my seed corn is selected by experts and tested for germination. Write for my delivered prices on 100 bu. lots or carload lots. L. C. Brown, La Grange, Cook County, Ill., Farm Seed Specialist.

CLOVERS**CLIMAX
SUPERFINE
BRAND.****GRASSES***W. H. Small and Company***SEEDSMEN**

**Also RECEIVERS and SHIPPERS OF GRAIN and HAY
EVANSVILLE, INDIANA**

CLOVERS**GRASSES**

SEEDS FOR SALE.

IF THE SEEDS YOU WANT are not advertised here, write us. We keep a record of seed offered for sale and may be able to refer you direct to firms having what you want. Seed Dept. Grain Dealers Journal, Chicago, Ill.

JOHNSON GRASS SEED. Now in position to supply reasonable quantity choice, new crop seed. Suggest early purchases as crop is small and demand heavy. At close of last season could not be had at all. Pittman & Harrison Co., Sherman, Texas.

CORN. We have an abundance of good 3 yellow and mixed shelled corn for shipment to country points, and some ear corn. Can ship on any road. Write, wire or 'phone us and will quote you delivered prices. Gilchrist & Co., McGregor, Iowa.

CHOICE HOME GROWN CLOVER, medium or mammoth, alsike and timothy. Raised in the best seed territory in the United States. In quantities from one bag to car loads. Samples and prices on request. Ask us about seed oats. The Sneath-Cunningham Co., Tiffin, Ohio.

WE HAVE a consignment of turkestan dodderfree alfalfa, crimson clover stored in New York; new crop European alfalfa, red clover, white clover, timothy, Engl. regrass, Bromus Inermis. Apply to our representative, I. L. Radwaner, 229 Broadway, N. Y. City, R. Liefmann Sons, Successor, Hamburg, Germany.

SEED CORN for sale. Local or car lots, also oats, millet, cane seed and kaffir corn. Will mix car lots if desired. Let us know your wants. Varieties of corn, Reid's yellow dent, Golden Beauty, Iowa Gold Mine Improved Leaming, Boone Co. white, St. Charles white, Iowa Silver Mine, Bloody Butcher, Calico and squah corn. Hayes Produce Co., Topeka, Kansas.

KAFFIR CORN. We are now prepared to make delivered prices on kaffir delivered to any part of the U. S. We are located in the center of kaffir corn territory; when you get your stock from us you get it direct from the fields, not mixed stock from terminal elevators. We guarantee it to arrive cool, dry, sound and sweet. J. C. Haines & Co., Augusta, Kansas.

SEEDS WANTED.

TIMOTHY, ALFALFA, CLOVER AND seed corn. Supply samples and quotations. The M.G. Madson Seed Co., Manitowoc, Wis.

WE ARE large handlers of Santa Fe cane seed and millet seed. Quote us. McGregor Mfg. & Gr. Co., McGregor, Tex.

Clover SEED WANTED. Any quality or condition. Buckhorn lots a specialty. Send samples with price to C. C. Norton Sons, Greenfield, Ohio.

YOU CAN EASILY find a buyer for your pure seeds and grains by placing an ad in this column. Send to Mgr. Want Ad Dept., Grain Dealers Journal for particulars.

WE ARE IN THE MARKET for clover seed tailings, screenings, low grade seed and buckhorn seed. Send good fair sample of same which shall have our prompt attention. J. M. King & Son, North Vernon, Ind.

WE WANT CLOVER

Timothy, etc. Send samples, stating quantity. THE ADAMS SEED CO., Box 9, DECORAH, IOWA

THE TOLEDO FIELD SEED CO.

CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.

ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

MEAL FOR SALE.

OWL BRAND COTTON SEED MEAL for sale. 41-43% protein guaranteed. Standard for 35 years. Write for our booklet, "Science of Feeding." F. W. Brode & Co., Memphis, Tenn.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

HAY FOR SALE.

ALFALFA AND PRAIRIE HAY, carload lots. Lowest prices. Orders promptly filled. E. R. Boynton Hay Co., Kansas City, Mo.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

STRAW FOR SALE.

SIXTY TONS of good pressed rye straw for sale. Gust Thoma, Perham, Minn.

Red Clover, Timothy, Alsike, Mixed Alsike and Timothy.

BUY OR SELL. Send samples stating quantity

THE ADAMS SEED CO.

Decorah, Iowa

OKLAHOMA GROWN SEED CORN

Specially Selected and Distributed by

J. E. FARRINGTON SEED HOUSE

Chickasha, Oklahoma

*To Buy Kaffir Corn
& Milo Maize
Write to
B. C. Christopher & Co.
Kansas City Mo*

GRAIN WANTED.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

BUCKWHEAT FOR SALE.

Buckwheat flour
Buckwheat groats

For sale by
Miner-Hillard Milling Co.,
Wilkes-Barre, Pa.

G. S. MANN

SEED BROKER

715 Postal Telegraph Bldg., Chicago, Ill.

Lawn Grass Full line red top, blue grasses, white clover and imported grasses for lawn mixtures. **RED CLOVER**—Have buyers for several cars fancy grades. Mail 2-oz. samples and quote.

GARTON'S REGENERATED OATS

SWEDISH SELECT

AMERICAN GROWN

Purity, Quality, Breeding } = Increased Yields and Better Quality

Ossian, Ind., Aug. 24, 1910.

Garton's Regenerated Swedish Select yielded 79½ bu. per acre. Wis. No. 4, 50 bu.—F. P. Hoopengardner.

Garton-Cooper Seed Co., 3515 S. Morgan St., Chicago, Ill.

MINNEAPOLIS SEED CO.

Minneapolis, Minn.



Registered Brands

Timothy Clovers Millets
Seed Grain
Complying with all State Laws.

THE ALBERT DICKINSON CO.

Clovers

Timothy

Flaxseed

Bromus inermis

Dwarf Essex Rape Seed

Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Buds, etc.
MINNEAPOLIS, MINN.

J. G. PEPPARD

BUYS AND
SELLS

MILLET, CANE, KAFFIR, POPCORN, SEED CORN, ALFALFA, TIMOTHY, CLOVER.
AND ALL KINDS OF **FIELD AND GRASS SEEDS**

1101 to 1117 West 8th, Near Santa Fe St., KANSAS CITY, MO.

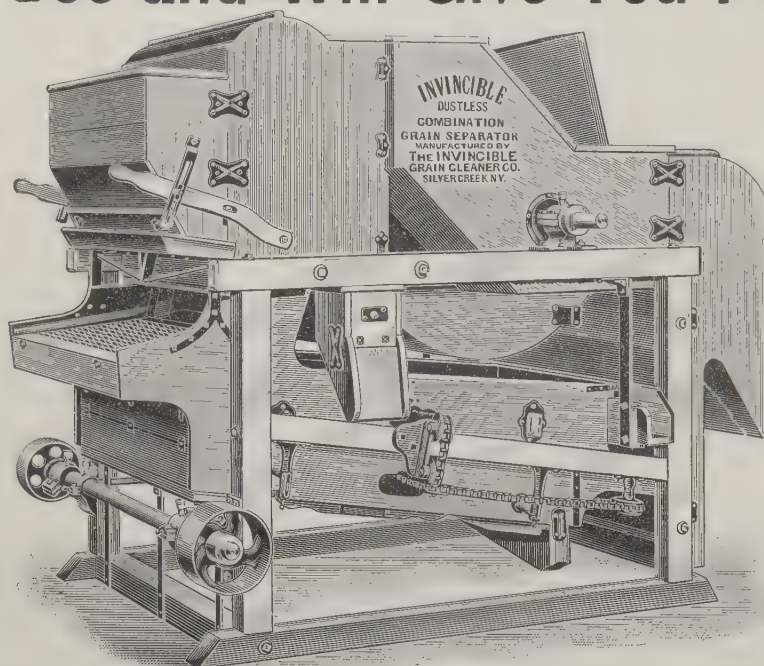
Established 1875

The M. G. MADSON SEED COMPANY

SEED GROWERS, IMPORTERS and MERCHANTS

MANITOWOC, WISCONSIN

Do Not Overlook It—It Is Designed For Your Use and Will Give You Perfect Satisfaction



If you need a Receiving Separator you would have to search diligently to get a machine that would compare to the INVINCIBLE.

It's just a question whether you prefer to take in the screenings with the wheat at wheat prices or whether you make sure that your good wheat money buys wheat only and not screenings.

The modern way is to clean the wheat from the wagons and pay for the good. That is a legitimate way of getting a proper yield from your dollar.

We send the machine on trial and guaranteed.

Fully equipped with self-oiling bearings and pitmans of the latest type.

Invincible Grain Cleaner Co., Silver Creek, N. Y.

F. H. MORLEY, Jr., 512 Traders Bldg., Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.
CHAS. H. STERLING, Jefferson House, Toledo, Ohio

REPRESENTED
BY

F. J. MURPHY, 225 Exchange Bldg., Kansas City, Mo.
F. E. KINGSBURY, Terminal Hotel, St. Louis, Mo.
STRONG-SCOTT MFG. CO., Minneapolis, Minn.

IMMEDIATE SHIPMENT

VIA ALL LINES

HARRISBURG COAL

DOMESTIC LUMP over a 6-in. Shaker Screen

DOMESTIC EGG through a 6-in. and over 3-in. Shaker Screen

DOMESTIC No. 1 NUT through a 3-in. and over 2-in. Revolving Screen

We Load Sealed Box Cars

Operators also in the following fields: Linton No. 4, Green County, Ind.; Springfield, Ill.; Clinton, Ind.; Fairmont, W. Va.; Cambridge, Ohio

O'GARA COAL CO.

General Office: **CHICAGO, ILL.** Minneapolis Office: 209 Lumber Exch.

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A Red Wrapper on your Journal means your subscription has expired.

The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.

CHICAGO, ILL., DECEMBER 25, 1910.

A WASHINGTON farmer with high ideals recently advertised: "9,000 bus. of Smutty Wheat for Sale." The novelty and fairness of his offer resulted in his receiving seven bids and getting a good price for his low grade grain.

JOHN W. RADFORD, formerly chief grain inspector for the state of Kansas, received a Christmas present from a jury at Kansas City Friday in the form of an acquittal of the charge of misappropriating state funds while in office.

THE GRAIN TRADE of Idaho is about to be hobbled with a political inspector who will be very likely to serve the ends of his party and ignore the rights and interests of the grain trade just as other political inspectors have done before.

A NEW FIRE hazard has developed in Nebraska, but fortunately it is not likely to appear elsewhere or very soon. An elevator at Beaver City, owned by C. M. Linn, was struck by a meteor and reduced to burning rubbish before the fire department had recovered from the scare given it by the whistling meteor. The mutual fire insurance companies are not likely to make any extra charge for the meteor hazard, but the question will arise as to whether the elevator was destroyed by the meteor or by the fire resulting.

THE PROMOTION of peaceful relations between the Milwaukee Chamber of Commerce and the Chicago Board of Trade seems to be meeting with hearty response in both markets. It is seasonable and, no doubt, will prove of advantage and ultimate profit to both contending parties.

IF GRAIN shippers who are experiencing all kinds of difficulty in obtaining cars for loading out their grain would write or wire to the heads of the freight departments of the offending lines, they would often get the cars they need. If one letter or a telegram does not bring what is wanted other letters should be tried.

BARRELS OF brine and buckets saved another Iowa elevator from destruction by locomotive sparks last week, and hereafter the elevator owner will see to it that this simple fire fighting apparatus will be installed at every convenient point about his plant. The protection is not expensive, so no elevator man can afford to be without it.

GRAIN SHIPPERS who desire to know what the railroads propose to do with the increased receipts from the higher freight rates can rest assured that the net revenue will be put into new rolling stock and improved facilities. After the first of the year most of the railroads will refrain from paying dividends on watered stock just for its moral effect on an indignant public. Watch them.

GRAIN DEALERS will promote their own interests and protect their business by keeping their books of account to themselves. To have everything wide open where each caller can handle and inspect, is to invite meddling by visitors and to tempt moral degenerates to use private forms for obtaining money. It is much better to keep the public away from accounts, either by furniture or railing.

THE EXPORTATION of phosphates will be prohibited if the President's recommendation in his recent message is complied with by Congress. The supply of phosphates is very small when compared with the great needs of our exhausted soils. At present about half the phosphates mined in this country is now exported, the foreigners valuing the phosphates more highly than our home farmers.

THE LOCOMOTIVE drivers have been granted an advance in wages which easily places them in the bank presidents' class, but the average grain dealer continues to handle grain for nothing, take the chances of the market and board himself. With the ever increasing cost of doing business staring him in the face, the country shipper must soon insist upon wider margins or turn his plant over to the sheriff.

1910 HAS witnessed many improvements in grain trade conditions, but the trade has not yet reached that perfection which precludes the possibility of still greater reforms being effected during 1911, and we feel certain that the working committees of the different trade organizations with their accustomed patient perseverance will secure the correction of other trade abuses and the improvement of defective methods.

THE CANADIAN government has lost so heavily on its country grain elevator business, it hesitates to comply with the demand of Northwestern farmers that it take over the ownership and operation of the terminal elevators at Fort William. But it promises to provide regulation by a commission similar to the Minnesota plan. Government ownership sounds good to the political agitator, but so greatly increases the cost of doing things it gives the Secretary of Treasury the blues.

OWNERS OF concrete grain bins built in clusters have been somewhat annoyed by pestiferous letters from a so-called attorney of the Acola Construction Co., New York, threatening suits for damages for infringement of patents. Reinforced concrete was used many years before the patent claimed was issued and the building of grain bins in clusters, so as to use the intermediate spaces, is also very old. There is little danger of any suit being waged successfully against the builders or owners and users of tanks so constructed.

A MICHIGAN shipper who has suffered a number of rank impositions at the hands of the railroads, asks several very pertinent questions in "Asked-Answered," which serve to emphasize the eagerness of the railroads to take advantage of the shippers at every point. Until shippers join hands in a vigorous and persistent agitation against unfair and unreasonable railroad regulations, they must expect to have their business crippled by them. By calmly submitting to the various extortions they invite others and greater ones.

GRAIN DEALERS or any other handlers of farm products who are convinced that they have handled them the past year for nothing, should immediately write the Sec'y of Agriculture to learn how to find the enormous profits, which he says the middlemen get out of the producer and the consumer. The percentage of profit realized from the handling of grain is smaller than the percentage of profit realized in any line of manufacturing or merchandising. The grain dealers' profits are not in keeping with the risks of the grain business or with the profits realized in other lines of business. Little room would remain for complaint even if the grain dealers' profits were double what they are today.

SAD TO RELATE the unprincipled manufacturers of insecticides have been so inconsiderate of weevil, flour moths, fleas, lice and other vermin that they have not hesitated to adulterate their deathly potions, hence we are glad to announce that the Department of Agriculture will remedy all this, and beginning with the new year all such poisons must be clearly labeled so as to place the cautious bugs on their guard and enable them to avoid taking adulterated poisons.

BY DEGREES the railroads are coming to recognize the fairness of the grain shippers' claim for damages due to unreasonable delay in transit and some are settling without suit being brot. A late case of this character, brot by the Duluth Eltr. Co., was settled by the G. N. Ry. Co., the C. M. & St. P. R. R. Co., out of court. Shippers who do not demand reparation will never get it, while those who can prove their losses were due to carriers negligence are entitled to full damages.

MANY country elevator men in, their eagerness to capture their full share of the wheat marketed at their station last fall were lead into paying more than it was worth. In hope of at least getting out even, many stored the grain, and to make matters worse, neglected to hedge against their holdings. Some now have such a heavy loss in their wheat, to sell out will force them into bankruptcy. The trouble is country buyers have been depending upon a rise in the market for their profits. All should begin the new year by refusing to pay more than is justified by the central market price plus freight, a fair profit and the chance of the grain's misgrading.

SOUTHERN ILLINOIS millers who have been taking their own time to furnish weights on grain bot in the St. Louis market are much agitated because it is proposed to compel the unloading of all grain received in St. Louis for weighing under the supervision of the Merchants Exchange. It is not right that shippers to the St. Louis market should be expected to guarantee the weight of their grain beyond the market in which it is sold for their account. Delay in determining the weight of their grain, also delays the settlement and places them at the mercy of leaking cars and grain thieves during transit. It would not be necessary for the grain to lose its identity; some transfer elevators have no storage room. Shippers are also desirous of obtaining St. Louis weights and inasmuch as the weighmen are absolutely disinterested, the millers should be equally willing to abide by their weights. The millers would also profit by the change, because the St. Louis market would be more attractive to country shippers and more grain would be offered.

A COLLAPSING elevator may be obtained for a song from any barn builder, If you want an up-to-date labor saving, rapid handling plant which can be depended upon to stand and work to full capacity every day of the year then go to an experienced elevator builder who is familiar with the needs of your business and knows where real economies can be practiced with profit and safety.

CAREFULLY CONDUCTED experiments have proved that the feeding value of ground grain is increased greatly in excess of the cost of grinding. In the case of cows, it has been found that grinding their feed increased the milk product about 10%. It seems that the dairy cow in particular is able more readily to assimilate ground grain. This fact should encourage elevator men, who have power to spare, to install a feed grinder and thus get greater returns from their plant and be able to utilize much grain which cannot be safely shipped.

THE CLOSING year witnesses a marked advance in the thotful, reading dealer who has watched closely the different departments of his business and taken advantage of every opportunity to guard against losses so common in the business of the careless manager. The margins upon which grain is handled are diminishing so rapidly the successful dealer requires greater intelligence and keener ability than ever before. The man who drifts along aimlessly is always disposed to let well enough alone, altho he does it in a pessimistic spirit that borders on a grouch. The progressive dealer who takes a real live interest in his business, enjoys it and his cheerful spirit helps him win success. The new year presents an advantageous time to inaugurate new practices and to adopt new methods of keeping a complete record of the business.

IF THE shortages in grain shipments to Cincinnati during the present year are near as heavy as has been reported, the wonder is the directors of the Chamber of Commerce did not take absolute control of its Weighing Department long ago. A table compiled recently shows the shortages in shipments have aggregated 109 car loads, distributed as follows: Hay 80; oats 7; ear corn 9; shelled corn 10; wheat 3. It is almost impossible to believe that shippers would stand for such heavy shortages without protesting frequently and vigorously. Fortunate for all concerned the Directory of the Chamber has come to a full realization of the wrong being done the shippers and the market, and it can be depended upon to effect a permanent remedy shortly. It is needless to say that the weighing of grain in Cincinnati will be done or checked by men responsible to the Chamber of Commerce alone.

VOLUME XXV.

With this number of the Grain Dealers Journal, we complete Volume XXV. As we look back over the work of the closing year, we find some gratification in the thot that the Journal has been of greater service to the trade this year than ever before. It is pleasing to note the ever increasing quantity and quality of the contributions received from members of the trade who desire information on trade topics or wish to protest against a trade abuse. It has always been our aim and desire to make this Journal the grain dealers forum, the place where his voice can be heard and we assure our readers that the oftener they write the Journal regarding abuses of which they have knowledge, the greater will be its service to the entire trade.

Volume XXV has contained more reading matter than any of its predecessors, and we feel that it has been of more interest and of greater value to the live progressive men who have perused it. We propose for the coming year to present several new features which will be of help to those engaged in the grain business. Suggestions will always be welcome and contributions of grain trade news, crop reports, queries and letters on trade matters are earnestly solicited.

LOADING CARS TO CAPACITY.

The rigid loading rules of some of the eastern trunk lines are decidedly unreasonable and unfair to grain shippers. Whenever in the past a grain shipper has obtained a car, he has in 95 cases out of every 100, loaded the car to its full capacity, if he had grain of like kind and quality on hand. Shippers do this because the larger the units in which they ship out their grain, the smaller the expense of marketing same. Any slight variation in the size of the car makes no difference in the inspection, weighing or exchange fee. The greater each load, the fewer times will the shipper be called upon to pay these fees and the less bookkeeping will he have to do.

The railroads are requiring larger minimums of shippers of grain than of shippers of any other commodity and if they accommodate shippers by granting small capacity car when the needs of the buyer or the stocks of the seller demand such a car, it would work no great hardship on the carriers, but would tend to promote business.

The Interstate Commerce Commission some time ago ordered the Wabash to grant large cars when small cars ordered were not at hand, and to charge freight on the basis of the minimum car load capacity of the car ordered. Other trunk lines not having been ordered to do likewise, seem disposed to ignore this ruling of the Commission and, no doubt, will take advantage of the first favorable opportunity to contest it in the courts. They

seem determined to increase their cars to the capacity of a small elevator as well as to increase the rates to unheard of and unreasonable figures. Greater vigilance on the part of grain shippers is needed to prevent the inauguration of many new devices for increasing the cost of transporting grain.

THE PASSING OF THE BUCKET-SHOP.

It is indeed gratifying to announce that the final extermination of the bucket-shop is in sight, in fact it is nearer at hand than even its enemies seem disposed to believe.

Ever since the U. S. Government took up the fight against these iniquitous institutions, states and cities have continued to legislate against them. Hardly a number of this Journal goes to press without announcing the adoption of some new law or ordinance which will prove one more check upon the bucket-shop wolf which for many years traveled in sheep's clothing.

The most painstaking labor has seemed necessary to convince the people and especially the lawmakers, that a real difference existed between the bucket-shop and the grain exchange. By degrees the public has been enlightened. Ever since the days of Bill Skakel's tape and clock game, which was rapidly succeeded by other schemes for fleecing the gullible, the bucket-shop patrons have wondered at the ease with which they were separated from their coin. The efforts of the quotation sharks to simulate a real Board of Trade has been so thinly veiled it would seem easy for any man with brains to penetrate the character of their game. Even Chicago's big bucket-shop, known as the *Open* Board of Trade, adopted these tactics when it moved onto Clark St., when its sign on the window showed *Open* in very small letters, while "Board of Trade" was nearly six times as large.

In many cities and towns about the country, bucket-shop men have succeeded in skinning suckers with nothing but a ticker and a blackboard hidden behind a large sign—"BOARD OF TRADE." Whenever the bucket-shop man had taken charge of about all the loose money there was in a town, he would depart for a new field and the local press would announce in large headlines the doleful story of how a large corporation was "thrown into the hands of a receiver by Board of Trade speculation of its trusted employee." But fortunately even the newspapers have come to distinguish a difference between the blackleg gambler who runs a bucket-shop (during the day) and a legitimate Board of Trade where real grain is bought, sold and delivered.

The recent raid of United States sleuths on the Capital Investment Co., of Chicago, is sure to involve the Western Union Telegraph Co. in expensive law-

suits, with the probability of heavy fines. Sid McHie, who was the head of this Company, and his partners will be prosecuted by the government and may be sent to the penitentiary as well as fined heavily. The raids by Uncle Sam serve a double purpose. Not only does it bring to the attention of the public the illegal character of the bucket-shop, but also discourages men who have grown rich in the game from making further attempts to fleece the public.

POLITICAL TRUST BUSTING.

The trust-buster of Indiana has succeeded in making himself the laughing stock of the legal profession, and in handing his Jan. 1 successor in office a most embarrassing Christmas gift.

The Ass'n against which the attorney-general directed his legal broadside, has, in fact, been out of existence for several months past, hence the injunction to restrain the organization from pursuing its activities is as vain as a joust with a windmill.

Publication of the epistolary efforts of the former secretary, embellished with scripture quotations and biblical language, adds nothing to the attorney-general's case. It is not yet a crime to quote the scriptures in Indiana. Those most familiar with the state of chaos in that territory will agree that the secretary was warranted in using the strongest language in his letters urging dealers to form an organization.

The whole proceeding smacks too strongly of political clap-trap to be taken seriously by those well informed; nevertheless these ill-advised charges are to be deplored as placing the respected members of the grain trade of Northeastern Indiana in a wrong light before the public.

STREET BUYERS have so often proved to be pernicious trouble breeders that they are being abolished in many country grain markets and the farmer must go to the elevator if he wants the market, just as he must go to the stores of the local merchants if he desires to deal with them. It seems much better that country buyers stay in their own offices. They are less likely to indulge in hasty and expensive action by a movement of grain to their competitors.

THE EVER increasing use of blackboards in country elevators for posting the prices bid for grain each day, shows that grain buyers are gradually learning to quote a reasonable price and stick to it. The country buyer can not get more for grain simply because the grower cajoles him into paying more for it than it is worth. Each morning the shipper who gets his daily market information can figure out what he can afford to pay for each grade of grain and the closer he sticks to the posted prices, the greater will be the confidence of the farmers in the fairness of his offers.

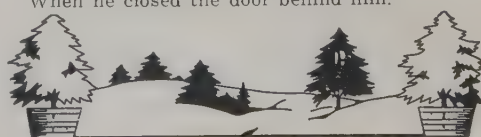
CHRISTMAS GREETINGS

The staff of the Grain Dealers Journal extend an earnest wish for a Merry Christmas and a prosperous, happy New Year to all its patrons. We hope the Yuletide season will bring peace, joy and contentment to all in the trade, and that the New Year will bring each a full measure of good business and good health.

The Broker's Wish-Tree.

BY M. DEAN CLARK.

When the broker's day was ended,
He was weary, he was wistful,
He sat down upon the wheat-pit
And he wished and dreamed and wondered,
Wondered if just making money,
Was his end and aim in living.
Wondered if the clink of dollars,
Was as golden as it sounded,
Wondered if his children's prattle
Might have meaning if he listened
For his wee one said that morning:
"Everybody has a tree, Dad,
In their hearts a tree they wish for."
As he pondered there rose upward,
From the wheat-pit a small pine tree.
It was laden down with cables,
Teddy-bears and bulls and popcorn,
Slates all marked with grain quotations,
Sample pans and sample tables,
Trains of cars, just "estimated,"
And a doll, which was not pretty.
She was labeled "May Wheat Folly,"
High, high up that little dolly.
Then there was a teeter-totter,
"Ups and Downs" was marked upon it.
There were bags and "Tops" and glitter
Which illumined the wheat-pit litter,
Up and upward rose the pine tree,
'Till from out the wheat-pit centre,
Rose old Santy, gruff and grumbling,
And the old Saint stamped and scolded
As he glowered at the broker.
Here's your wish-tree that you sent for,
Laden as your heart desired it.
'Tis a mirror of your mind, sir,
But the Blue-bird from its branches,
Flew away and would not stay here.
Said the broker to old Santy:
"I knew not you brought us wish-trees,
I'd have laden mine with millions
And a dolly for my baby."
Santa Claus had gone and left him,
Left the wish-tree in the wheat-pit
And the Blue-bird's nest was empty.
Long he sat and looked upon it,
Wishing he'd not wished THAT wish-tree,
With the May Wheat Folly on it.
Then he rose and took the pine-tree
To a poor and humble cottage
Where the children danced about it,
And the "cables" all looked brighter,
Tapes showed crop reports advancing,
E'en the bulls began their prancing,
Miss "May Wheat" did fancy dancing,
Teddy-Bear gave up his pouting,
Joined the children in their shouting,
And the broker laughed and left them,
Blessed them, and his sight grew dim
As the Blue-bird fluttered inward
When he closed the door behind him.



The bells of memory peal their sweetest
chimes
When Christmas brings the best of all good
times,
In tuneful praise they celebrate the birth
Of one who brot goodwill and peace to
earth,
They sing of happy times, old friends and
new
And one bell sweetly rings my friend for
you.
—Bertha E. Jaques.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

ADDRESS OF SALVAGE BUYER WANTED.

Grain Dealers Journal: We have some grain that went thru an elevator fire and would like to have the names of a few firms that deal in salvage grain.—Nathan & Levy, Fort Wayne, Ind.

APPOINTMENTS IN MINNESOTA INSPECTION DEPARTMENT?

Grain Dealers Journal: Will a reader of the Journal please inform me what appointments are made by the Railroad and Warehouse Commission of Minnesota in the grain inspection service, and what are the salaries of the offices?—Bert Berkins, Chester, Minn.

SETTLEMENT OF WEARE COM- MISSION CO.?

Grain Dealers Journal: Can the Journal give us any information in regard to the Weare Grain Co., of which O. F. Wolfe was cashier? This company was in operation in 1904, but has gone out of business.—Mercantile Adjustment Co., Des Moines, Ia.

Ans.: The Weare Commission Co. operated private wires and handled cash grain as member of the Chicago Board of Trade; but thru misplaced confidence in trusted employes suffered heavy loss; and its assets have been distributed among the creditors. P. B. Weare, head of the concern, went to the Pacific Coast and died there a few years ago.

LIME FOR WEEVIL?

Grain Dealers Journal: In storing wheat at threshing time, to be held over winter, would it not be a preventive of weevil to sift a quantity of air slacked lime into the grain as it is being elevated? Would it injure the grain? About how much lime should be used?—The Ruddick Co., Gregory, Mo.

Ans.: Lime does have an effect towards preventing weevil from destroying grain. It does not harm wheat, being cleaned off by the millers before grinding. The lime, however, should not be fed with oats to live stock. The quantity to use varies greatly with the condition of the grain, from one to five pounds per 100 bus.

It will not do to mix the lime powder with the grain and let it lie in bins, as the lime will eat into the branny covering of the wheat berry, ruining the valuable feed. The lime should be mixed with

the grain before running thru a good cleaner and scourer, which will blow off the lime, and the walls of a bin formerly infested should be whitewashed with lime.

STANDING OF THE T. H. BUNCH COMMISSION CO.?

Grain Dealers Journal: Will a reader of the Journal please give me thru this column any information about the T. H. Bunch Commission Co., of Little Rock, Ark., with whom I contemplate doing business?—G. P.

WANT MOISTURE TESTERS.

Grain Dealers Journal: Where could I get a first-class moisture tester?—Chas. Henn, Borton, Ill.

Grain Dealers Journal: By whom are moisture testers made? We desire to purchase one of these machines.—Elm City Lumber Co., New Bern, N. C.

Ans.: See advertising columns of the Grain Dealers Journal.

EGYPTIAN WHEAT SAMPLES WANTED.

Grain Dealers Journal: In the Journal of Oct. 25, page 585, is an account of Egyptian wheat, the possibilities of which, if one-half the statements are true, would be very attractive. Will readers of the Journal please state where samples of the Egyptian wheat can be obtained?—A. E. Clutter, Los Angeles, Cal.

EAR CORN MINIMUM ON WA- BASH 44,000 LBS.

Grain Dealers Journal: Our records fail to show any record of ear corn from our stations into Toledo proper and our tariff now provides minimum on ear corn, 44,000 lbs. when loaded in cars over 28 ft. to 34 ft. and when loaded in cars over 34 ft. in length, 50,000 lbs.—C. H. Stinson, G. F. A., Wabash Railroad Co., St. Louis, Mo.

IS PENALTY CLAUSE UNLAWFUL?

Grain Dealers Journal: Has there ever been a test case in law on co-operative companies' penalizing their stockholders ½-cent per bu. if they sell grain elsewhere than at their own elevator? Could this penalty clause be construed as a boycott or in restraint of trade?—Anderson Grain Co., Galesburg, Ill.

Grain Dealers Journal: Has any test ever been made of the right of a farmers elevator company to hold a stockholder for 1 cent penalty, as is the practice of many farmers elevator companies in this territory? I would like to learn thru the columns of the Grain Dealers Journal from anyone who has had experience in such a case. It seems to me no farmer would be foolish enough to pay a penalty to market his own grain at a better price than offered by his farmers' elevator.—R. A. Ziebarth, agent McBath & Selmser, Thomas, S. D.

Ans.: Different suits have been started, but none have been pushed to a final decision by the supreme court. While it may be generally admitted that the penalty clause is in restraint of trade, yet the law permits some forms of restraint, and it remains for the courts to decide whether the penalty clause goes so far as to be unlawful.

WHO CONTROLS WEIGHING AT RICHMOND.

Grain Dealers Journal: Kindly advise who has charge of the weighing of grain in Richmond, Va., grain warehouses and elevators? Does the grain exchange employ and control the weighmen or does it simply lend its good name to the warehousemen? Any light on this subject will be appreciated.—J. M. N.

EAR CORN MINIMUM 40,000 LBS.

Grain Dealers Journal: Answering F. R. Ogden's inquiry for minimum weight on ear corn, I would refer him to Official Classification No. 36 on page 98, where it is stated that on corn, not shelled, the minimum is 40,000 lbs. Raising the minimum on ear corn was discussed but at present no change has been made.—W. E. Sheldon, Jackson, Mich.

HOW CAN SHIPPER'S WRONGS BE RIGHTED?

Grain Dealers Journal: Is there any way to compel a railroad to grant reciprocal demurrage? For example, a shipper loads ten cars in five days, a saving of fifteen days on allotted time, but for uncontrollable reasons he is three days in loading the eleventh car and is charged for one day's demurrage.

Again, the shipper may have cars of merchandise, either going or coming, delayed for weeks en route, causing considerable direct loss to him, but there is nothing said about demurrage. Also, he may order a car in which to ship specified goods and by delay in receiving it suffer loss of trade.

How wud one best proceed to have these wrongs righted? Can a railroad be obliged to furnish cars with doors and all coopered fit for loading grain? Is there any correct written form for requests for cars?—A. E. Lawrence, Decatur, Mich.

SHIPPER'S RIGHT TO LOAD UN- DER MINIMUM.

Grain Dealers Journal: In reply to inquiry by L. W. in the Journal for Dec. 10 with regard to shipper's right to load 60,000 lbs. of corn in a car of 80,000 lbs. marked capacity without being liable for freight charges on more than 60,000 lbs., I would say that the minimum weight to be loaded depends on the point of origin and route of the shipment. Where the carrier applies the official classification basis of minimum weights, as is the case in connection with rates from stations on the Lake Erie & Western to eastern points, the shipper will be assessed on the basis of 60,000 lbs. for wheat and 56,000 lbs. for corn, even tho marked capacity of car be greater.

The official classification basis provides minimum weight of 56,000 lbs. for rye and barley and 40,000 lbs. for oats; and that if the marked capacity of the car is less than the prescribed minimum, the minimum weight will be the marked capacity of the car, but in no case less than 30,000 lbs.

The shipper can not as a right take and load a car without first making application for a car. If cars of larger capacity stand unused in the yards while a shipper is denied a car, this is another matter, one of discrimination.—W. M. Hoonkins, mgr. Transportation Department, Chicago Board of Trade.

Great Britain's wheat acreage has been officially estimated at 1,803,000 acres, against 1,823,492 acres in 1909.

If you have no cause for lending
Cheer to others in their woe,
Get the habit of pretending
All is well—and make it so.

—S. E. Kiser.

Letters

From Dealers

UNFAIR TO LOAD LESS THAN
CAPACITY.

THE N.-E. INDIANA ASS'N NOT IL-
LEGAL.

The sequel to this case dates back to a pre-election incident. One of the officers of that ass'n residing in a farming community and closely associated with farmers in interests other than his grain business was a candidate for the legislature. A few days before election a non-member of the ass'n and one of opposite political interests published a signed statement charging this party with being in a grain trust. As evidence of the way this attack was treated by the farmers who were acquainted with the plan and purpose of the Ass'n, this Republican candidate for the legislature was elected and elected Republicans in Indiana this year were few.

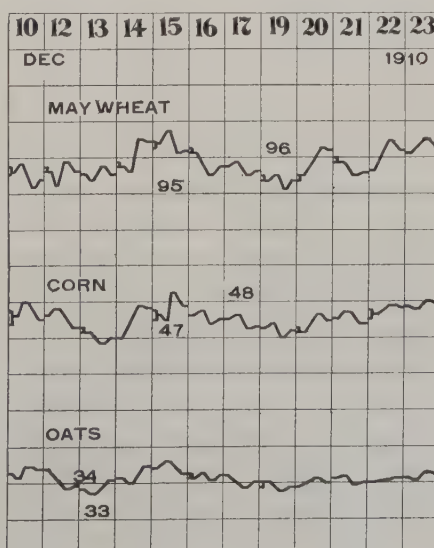
It is the opinion of everyone familiar with the case that the temporary injunction will be dismissed Dec. 27 and the case dropped. However the outcome either way will have no bearing upon the Lima ass'n. Our local ass'n here has profited by the experience of others. The reorganized or new ass'n was carefully passed upon by able counsel and is very

BOND AGENTS TO BUY GRAIN ON MERITS.

Grain Dealers Journal: At the age of 15 years I was given charge of an old elevator. After running this elevator for 7 long years I naturally imagined that I knew more about the grain business than my employer. I then went to work in a 600,000 bu. elevator and after being there a few days I found that I didn't know anything about grain. I didn't even know how to test grain properly. Didn't know durham wheat from *grape nuts*. And its the same today with the majority of our grain buyers. I have followed this trade 13 years as a grain buyer and stand ready to protect my employer's interest, also my customers. But I find it up hill business now days to buy grain on its merits and at the same time get my share of the grain. This matter of over-grading grain is one of much importance, one that should be taken up by the grain companies and after looking over the situation carefully, they should apply the proper remedy. The proper remedy is to put your agents under bond to buy grain strictly on its merits, the same as you put them under bond to account for every dollar entrusted to him, or in other words every grain buyer ought to be compelled to handle his employer's money properly and I claim that any country agent who pays \$1.00 per bu. for no grade wheat when it is only worth 80 cts. on any market, is not handling the money properly. He should get a job on the section, and make room for a real grain man in the elevator, one who will buy grain on its merits.—Percy

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Dec. 24 are given on the chart herewith.



Leaking Grain in Transit.

If any of the cars reported happen to be yours, a word to us of appreciation of the service performed will, no doubt, encourage other dealers to keep a more vigilant lookout for other cars in bad condition.

Recently we have received reports on the following cars:

B. C. R. & N. 48103, loaded with oats, passed thru Galt, Ia., Dec. 19, leaking at both ends and side. I fixed one leak but car still leaked.—S. C. Milner, grain buyer.

B. C. R. & N. 48103 was sidetracked at Galt, Ia., Dec. 19, on an extra train. This car was in bad shape on ends, both being bulged out, which made bad cracks where the boards pulled apart. It was leaking oats and we fixed it up the best way possible.—George Christensen.

C. B. & Q. 30727, loaded with mixed corn and bound south, was set out at Jefferson, Okla., Dec. 17, for repairs. One door post was broken off and about six feet of side of car had bursted out. Do not know how much corn was lost. R. R. agt. had us transfer the corn to C., R. I. & P. 150659.—McIntyre Bros.

la. Cent. 1434 passed thru Oakville, Ia., eastbound, Dec. 15; leaking wheat thru grain door or door post; leak small. Train did not stop.—W. A. Pegram, mgr. Farmers Grain Co.

C. R. R. of N. J. 11068 passed thru Clifton, Kan., Dec. 15, going east on Mo. P., leaking wheat at east end of car.—Murdock Grain Co.

C. G. W. 10210 passed thru Stillman Valley, Ill., eastbound, at 8:45 a. m., Dec. 15, without stopping; leaked quite a stream of yellow corn.—F. H. Griggs.

C. P. & St. L. 664 was sidetracked at Oakwood, Ill., Dec. 13, to be repaired; was leaking yellow corn badly on account of grain doors being bulged and not down close to floor. One door was open. End door was gone and a board nailed over the opening outside. I fixed around the door the best I could and closed the open door. —E. A. Fox, agt. B. B. Minor.

N. Y. O. W. 9601 passed thru Vinton, Ia., Dec. 12, leaking corn at end drawbar. We stopped leak the best we could considering the time we had.—Bickel Grain Co.

Bert Ball, Mgr. of the Publicity Dept. of Merchants Exchange, St. Louis, sends us a bill book designed to hold real money.

Bert A. Boyd of Indianapolis is favoring his friends with a box of fine appearing cigars that are guaranteed not to explode.

Friends of McCord & Kelley, Columbus, O., are receiving a valuable holiday gift in the form of a bill book and a \$2,500 accident insurance policy good for a year.

A very handsome sterling silver paper weight reminds the customers of H. I. Baldwin & Co., Decatur, Ill., that the holiday season is nigh, and that their bids are good ones.

One of the season's greetings first to reach us comes from the Crumbaugh-Kuehn Co. in the form of a desk paper weight and mirror, with the hope for many pleasant *looks* during 1911.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Toronto, Ont.—The total yield of fall wheat in the province of Ontario this year is 19,837,172 bus. on 743,473 acres and 2,489,833 bus. of spring wheat on 129,319 acres, 19,103,107 bus. of barley on 626,144 acres, 102,084,924 bus. of oats on 2,757,933 acres, 6,016,003 bus. of peas on 403,414 acres, 892,927 bus. of beans on 49,778 acres, 1,620,333 bus. of rye on 95,397 acres, 4,693,881 bus. of buckwheat on 194,913 acres and 24,900,386 bus. of corn for husking on 320,519 acres; compared with 15,967,653 bus. of fall wheat raised on 663,375 acres; 2,228,567 bus. of spring wheat, 135,161 acres; 18,776,777 bus. of barley, 695,262 acres; 90,235,579 bus. of oats, 2,695,585 a.; 7,613,656 bus. of peas, 381,609 a.; 826,344 bus. of beans, 45,029 a.; 1,573,921 bus. of rye, 94,661 a.; 4,280,790 bus. of buckwheat, 176,630 a., and 22,619,690 bus. of corn for husking on 322,789 acres.—C. C. James, sec'y Buro of Industries, Ont. Dept. of Agri.

Springfield, Ill.—The report of the State Board of Agri., issued today, shows an increase of 3% in the acreage seeded to wheat over that of last year. Northern Illinois reports 93,985 acres; central, 598,978; southern, 630,393 acres. Condition: 95% of a seasonable average in northern, 86% in central and only 75% in the southern part of the state. Hessian fly damaged early sown wheat in many countries in the central and southern sections and lack of moisture retarded its growth thruout the state. Rye acreage, 49,311 acres; condition, 89%. This year's corn acreage in northern Illinois was 2,951,872 acres; central, 2,983,062; southern, 954,787 acres. Average yield per acre, 33 bus. in northern Illinois, 46 in central and 33 bus. in the southern section. The total yield in the state amounts to 280,967,790 bus., the largest reported since 1906; quality excellent, being 96% of normal.

ILLINOIS.

La Place, Ill., Dec. 17.—Very little corn moving at present prices; it will take 40c to move much; yield good but quality only fair.—V. Hawthorne.

Malta, Ill., Dec. 13.—In this vicinity we have not to exceed 75% of the corn we raised last year and farmers will not sell freely at present prices. Our corn is very damp yet, runs 25% to 27% moisture and most of it is sample grade, which means 36c or 37c per bu. at warehouse. We had good crop of oats of good quality, mostly No. 2 white.—J. C. Pierce.

INDIANA.

Sheridan, Ind., Dec. 20.—The bulk of the corn crop will be held over for higher prices. Corn is in poor condition for this time of the year.—Sheridan Mlg. Co.

La Porte, Ind., Dec. 20.—Eltr. in La Porte County are not shelling much corn as it is soft and damp; cribbing most of it waiting for a hard freeze.—La Porte Eltr. Co.

Princeton, Ind., Dec. 16.—Growing wheat looks poor, considerable is out of the ground; 60% of the wheat still in farmers' hands, holding for \$1.—J. W. Ritchie, treas. R. P. Moore Mlg. Co.

Indianapolis, Ind.—Figures compiled in the office of the state statistician show a yield in Indiana of 35,103,518 bus. of wheat on 2,223,801 acres and 168,791,439 bus. of corn on 4,535,383 acres.

Vincennes, Ind., Dec. 17.—Corn is in poor condition, considerable rotten corn. Average yield is much larger than last year. Most farmers are cribbing.—S. A. Jordan, mgr. Vincennes Eltr. Co.

Evansville, Ind., Dec. 15.—Farmers were slow in sowing wheat, late heavy rains delayed some of it; most of the wheat is out of the ground; 25% still in farmers' hands.—The Chas. W. Brizius Co.

Sullivan, Ind.—Growing wheat in fair condition, some of the wheat is not out of the ground; 35% of the wheat still in farmers' hands, holding for higher prices.—S. Emison, of J. & S. Emison Co.

Rockport, Ind., Dec. 14.—Corn acreage is 10% larger than last year, quality is good with the exception of some damaged by late rains. Farmers selling quite freely. We are paying 40c a bu.—Clarence Ray of Jeff Ray & Son.

Princeton, Ind., Dec. 16.—Quality of corn is fair, considerable rotten corn, large yield, acreage was much larger than last year. Farmers are holding corn for higher prices and movement is very slow.—Wm. Weese, agt. Melrose Mlg. Co.

Cammack sta., Muncie p. o., Ind., Dec. 14.—Wheat is looking well; about 10% more sown than last year. Corn is very slow in drying and not much is offered for sale, quality poor; yield, 30 bus. per acre; paying 45c per 100 lbs.—John Howell.

Rockport, Ind., Dec. 14.—Growing crop of wheat is backward; farmers were very slow about seeding and much is not up out of the ground, acreage is short; 25% of the wheat still in farmers' hands.—Daniel Kopp, secy-treas. Rockport Milling Co.

Hamlet, Ind., Dec. 14.—Corn is moving fairly well now and is of fine quality except being quite damp. Have had some new corn that went into market No. 4, none worse, and that was on account of dampness. It had no rotten grains.—C. Cunningham.

Brazil, Ind., Dec. 19.—Early sown wheat is badly damaged by fly, late sown is looking fine; 25% more sown than last year. Considerable weevil in last year's wheat; farmers holding for higher prices. Yield of corn is good but only fair quality.—I. G. Hall, Jr., secy-treas. The W. C. Hall Mlg. Co.

Indianapolis, Ind.—The average condition of the winter wheat, Dec. 15, for the past ten years, was 91.3%, but from reports received from various parts of the state the December condition of Indiana wheat is placed at 84%. The acreage sown is 2,318,000, considerably larger than last year, and the quality of seed better.—F.

IOWA.

Lake Mills, Ia., Dec. 13.—Very little grain moving at present, farmers holding for higher prices.—H. P. Rasmussen.

Brunsville, Ia., Dec. 10.—Corn yield averaged 40 bus. per acre; oats, 30; wheat, 20. Farmers holding for better prices.—B. H. Lukin, Farmers Eltr. Co.

KANSAS.

Belle Plaine, Kan., Dec. 15.—Very dry. Wheat sown in Sept. and October is mostly dry in the ground. As this has not occurred before in this section we do not know how it will come out. Corn is poor and we have to ship in for feed; now selling for 45c to 52c. Wheat is selling at 75c to 80c per bu. and is about all shipped out.—Alex. Knott.

Topeka, Kan.—The total production of winter and spring wheat in Kansas this year was 61,017,339 bus.; corn, 152,810,884 bus.; oats, 53,993,474 bus.; rye, 246,809 bus.; barley, 4,627,225; emmer (speltz), 1,119,009; buckwheat, 3,893; flaxseed, 462,725 bus.; 407,557 tons of millet and Hungarian, 39,561,123 lbs. of broomcorn and 3,563,872 tons of hay, compared with 80,958,740 bus. of wheat, 147,005,120 bus. of corn, 25,588,220 of oats, 355,807 of rye, 3,786,455 of barley, 1,448,601 of emmer, 4,187 bus. of buckwheat, 354,647 bus. flaxseed, 17,094,535 lbs. of broomcorn, 424,943 tons of millet and Hungarian and 3,550,720 tons of hay produced in 1909. Two million acres sown last fall were winter killed. Wheat was marketed freely early in the season but farmers are now holding. The average yield per acre is the same as last year. Area sown this fall was substantially increased but not much wheat has germinated, the ground being too dry.—F. D. Coburn, sec'y State Board of Agri.

KENTUCKY.

Dycusburg, Ky., Dec. 10.—Corn now selling at 45c per bu.; wheat, 95c; oats, 40.—Cassidy & Dewey.

MISSOURI.

Hopkins, Mo., Dec. 13.—Corn husking about finished. Yield not as good as expected. Crop moving very slowly as farmers are holding for 40c; a few paying that for small lots.—J. F. Robb.

Columbia, Mo., Dec. 10.—The total yield of corn in Missouri for 1910 is placed at 252,472,100 bus., an average yield of 32.4 bus. per acre, an increase of 5 bus. over last year. The 1910 corn acreage is placed at 7,795,786, an acreage never before exceeded. This is due to the fact that much wheat land was plowed up in the spring and planted to corn and there was not the customary loss from overflows in the river bottoms. The quality of the corn is placed at 89. The yield of wheat is 22,001,890 bus. or an average of 13.2 bus., against 15.3 bus. last year and 1/2 bu. less than the 10-yr. average. Much wheat was winter killed. The fall seeding of wheat is 1,881,016 bus. or 97.8%, compared with the seeding one year ago. The present condition of the crop is placed at only 76.2 for the state,

there being considerable complaint as to lack of rainfall. The total yield of oats for the year is 25,071,115 bus.; compared with 18,808,576 bus. last year. The average yield of oats per acre is 33.2 bus.; compared with 26.9 bus. last year. The acreage this year was 755,754; compared with 698,653 acres last year.—T. C. Wilson, sec'y Missouri State Board of Agri.

NEBRASKA.

Manley, Neb., Dec. 13.—Very little corn selling here now. A poor crop, only about 25 bus. per acre.—W. B. Essick.

Stamford, Neb., Dec. 16.—Growing wheat is looking quite well in this vicinity altho is in need of more snow or rain; about 30% of the wheat still in farmers' hands. Corn crop not very good, 5 to 40 bus. per acre and nearly all gathered.—A. S. Palmer.

NORTH DAKOTA.

Ellendale, N. D., Dec. 15.—Crops very poor in this vicinity.—Ellendale Mlg. Co.

OHIO.

Franklin, O., Dec. 1.—Corn is green and very sappy, needs two weeks of drying weather. Farmers not selling, will hold for higher prices. Growing wheat is looking good, 20% of the wheat still in farmers' hands.—W. G. Anderson, mgr. L. G. Anderson's Sons.

OKLAHOMA.

Guthrie, Okla., Dec. 10.—The acreage sown to wheat this fall amounts to 94.4% of the acreage sown last year or 1,303,631 acres. The condition of wheat is placed at 35.4% as against 93.7% last year. A dry autumn has followed an entire year of much less than the average rainfall, this lack of rainfall leaving the ground in very poor condition for seeding wheat. The acreage sown to alfalfa is but 68.9% of that sown last fall but a considerable addition to the aggregate alfalfa acreage of the state has been accomplished. During the crop year of 1910, 1,381,847 acres produced 22,688,647 bus. of wheat, 577,621 acres produced 20,089,299 bus. of oats and 5,617,914 acres produced 90,639,496 bus. of corn.—Okla. State Board of Agri.

SOUTH DAKOTA.

Thomas, S. D., Dec. 16.—We have been shipping in corn to sell at the high price of barley. Lots of the farmers have stored their grain this fall for better prices. About 25% of the grain in farmers hands.—R. A. Ziebarth, mgr. McBath & Selmser.

TEXAS.

Sanger, Tex., Dec. 13.—We have just had a good rain which has broken the long drouth in this section. Wheat damaged 15% by drouth.—Wiley Grain & Eltr. Co.

Ft. Worth, Tex., Dec. 17.—From reports received Dec. 1, it is estimated that 1,256,150 acres have been planted to wheat or 97% of the acreage last year. The condition Dec. 1 was placed at 68% against 102% in 1909. Average increase planted in oats of 8%, which indicates 900,000 acres as the probable crop of oats for 1911. During the present week, rain has visited all of the grain sections, therefore the condition of wheat has greatly improved since the reports were sent in by our members. In reports from members, 45% report sufficient corn in their counties for local use, while 55% report a deficiency.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

GOVERNMENT CROP REPORT.

Washington, D. C., Dec. 15.—The final estimates of the United States Department of Agriculture indicate the harvested acreage and production of important farm crops of the United States, in 1910 and 1909, to have been as follows:

Crops.	Acreage. Acres.	Production. Bus.
Corn, 1910.....	114,002,000	3,125,713,000
Corn, 1909.....	108,771,000	2,772,376,000
Winter wheat, 1910.....	29,427,000	464,044,000
Winter wheat, 1909.....	28,330,000	446,366,000
Spring wheat, 1910.....	19,778,000	231,399,000
Spring wheat, 1909.....	18,393,000	290,823,000
All wheat, 1910.....	49,205,000	695,443,000
All wheat, 1909.....	46,723,000	737,189,000
Oats, 1910.....	35,288,000	1,126,765,000
Oats, 1909.....	33,204,000	1,007,353,000
Barley, 1910.....	7,257,000	162,227,000
Barley, 1909.....	7,011,000	170,284,000
Rye, 1910.....	2,028,000	33,039,000
Rye, 1909.....	2,006,000	32,239,000
Buckwheat, 1910.....	826,000	17,239,000
Buckwheat, 1909.....	834,000	17,438,000
Flaxseed, 1910.....	2,916,000	14,116,000
Flaxseed, 1909.....	2,742,000	25,856,000
Rice, 1910.....	722,800	124,510,000
Rice, 1909.....	720,225	24,368,000
Hay, 1910.....	45,691,000	*60,978,000
Hay, 1909.....	45,744,000	*64,938,000

*Tons. †Equivalent to 5,930,000 bags of 186 pounds.



Grand Trunk Pacific Elevator

Fort William, Ont.

"The map of Canada has been rolled back a thousand miles," says Sir Wilfrid Laurier, and another virgin page is ready for the empire builder to write history. A glance at the map of Western Canada today shows a network of railroads where a generation ago, were only vague lines indicating unexplored territory, inland seas and great rivers flowing aimlessly northward. This territory no longer appears as a fanciful vagary of the map-maker, but has been surveyed and charted, and is rapidly being settled by the onward marching civilization now seeking out the last and greatest West.

The story of the next fifty years of Northwestern Canada, like that of the last fifty years of the Northwestern States, will be the development of its great tracts of wheat growing land. Europe is looking to newer countries more and more for her food supply and the West is keeping pace with the demand. Canada is fast becoming the granary of the world. There are three hundred and fifty million acres of rich agricultural lands in the Canadian Northwest, of which only a small percent is now under cultivation. While the largest wheat crop has not yet exceeded one hundred and twenty million bushels, it will be but a few years before the average annual yield will exceed 700,000,000 bushels. As the country becomes more settled, farming will become more diversified; and oats, barley, flax, hay, live stock and other farm products will be produced in immense quantities. The surplus will be sold in far distant markets, and its movement, together with the returning commodities of clothing, coal, steel, lumber, building materials and other manufactured articles from the East will present trying transportation problems to the railroads.

The history of commerce has ever been the history of transportation. In any country wealth has increased in a direct ratio to the efficiency of that country's system of transportation, and now to a greater extent than ever before are railroads playing the principal part in the modern commercial drama.

In Canada, three transcontinental lines carry grain to the eastern seaboard. Their development has been a fight not only against the primeval solitude of forests

and mountains, but also against ultra-conservatism and prejudice. Their wonderful development is a striking vindication of the farsightedness of their promoters and their perseverance against tremendous odds. When the construction of the Canadian Pacific was first considered, it was characterized as a "mad scheme." Its opponents said that if ever completed the railway would run through a country that for seven or eight months in the year was snow bound. Yet this forbidding country in 1909 produced cereal crops to the value of \$150,000,000.00. The Canadian Pacific Railway is today operating more than 5,200 miles of track west of Winnipeg, and is yearly extending, as the settlement of the country demands. Another great railroad, second in date of beginning, is the Canadian Northern, which has the unparalleled record of building a mile a day for every day of the last twelve years. Its western section extends from Edmonton to Port Arthur and within the next few years it will have a terminal on the Pacific. Both of these railroads have large terminal grain elevators at Fort William and Port Arthur as well as lines of country elevators in the west.

The Grand Trunk Pacific, the latest of the three Canadian railroads to begin construction, is in its conception the greatest of the transcontinentals. This undertaking surpasses in magnitude and importance any railway ever planned and under construction at one time. When completed, it will have a main line, extending from Halifax on the Atlantic, to Prince Rupert on the Pacific, with a number of important branches to Port Arthur, Toronto and Montreal. It is proposed, ultimately, to extend to Hudson Bay and thus open a short ocean route to European markets. These three railroads, modern to the last degree, are yet inadequate to handle the vast amount of traffic which they have created. In some sections, before the original track was ballasted, double tracking had already been carried out. The Canadian Pacific is now double tracked from Winnipeg to Fort William, and it will undoubtedly be necessary for the other roads in the near future to duplicate their tracks on some important sections.

The Grand Trunk Pacific Railway, with its usual foresighted policy, planned to construct what will be the largest grain handling terminal in the world. Its terminal elevator system at Fort William is designed in four units of 10,000,000 bu. capacity each; and the first section having a capacity of 3½ million bu. has just been completed. In order to take advantage of lower freight rates on the Great Lakes, wheat in the Autumn months is rushed from threshing machines through country receiving houses to terminal elevators on Lake Superior and there loaded into lake vessels. For the prompt and efficient handling of the Western crop, unusual facilities are necessary at the head of the lakes.

To the layman, a grain elevator seems to be an unsightly structure whose walls look so blank and bare that further investigation seems uninteresting. In the past that picture was true enough, but today with the introduction of steel and concrete as building materials, a great elevator reared against the sky has a rugged aspect which invites attention. Every line speaks of absolute utility and efficiency and one is reminded of the clean-cut lines of a thoroughbred. Of such an appearance is the Grand Trunk Pacific Terminal Elevator at Fort William, illustrated on the following pages.

Preliminary sketches of the elevator were made in 1905 and were further elaborated during 1906 and 1907 by the railroad engineers. In 1908 the Canadian Stewart Company, Limited, prepared designs for the elevator, and a contract was let to it on its plans and specifications. It was fitting that this firm should have been chosen for this epoch marking work, not only because of its splendid record, but because it was originally founded in Canada, having been established at Kingston, Ontario, in 1845. For over sixty-five years, the firm has operated under the name of Stewart, the present members being sons of the founder. Examples of their work may be found from London to San Francisco and from New Orleans to Fort William. Its principal office in Canada is in Montreal; the home office is in New York, with branches in all of the principal cities of the United States.

Grain elevators in general features are quite similar to one another, yet differ in many essentials on account of local conditions. From the small country elevator, receiving grain from wagons and loading into cars is a far cry to the huge terminal elevators of the Great Lakes or Gulf of Mexico and Atlantic Ports. These also are differentiated. Ocean going vessels carry miscellaneous cargoes of package freight as well as grain and loading is usually a matter of some days. In order that loading of all classes of cargoes may be done at the same time it is necessary to construct long conveyor galleries to transport grain to vessels which may lie at warehouse docks a considerable distance from the elevator.

On the Great Lakes, where grain generally forms an entire cargo, the vessels lie directly in front of the elevator and by means of spouts discharging through a series of deck hatches are loaded in a few hours. Another feature distinguishing marine elevators at the head of the Great Lakes from those on the Atlantic and Gulf Coasts is the ample and elaborate cleaning facilities provided. Nearly all grain received from the West at Duluth or Fort William is carefully cleaned before being shipped, and for this purpose extensive and elaborate batteries of warehouse separators, for wheat, oats, flax and screenings are installed.

By reference to the illustrations an idea of the general lay out of the Grand Trunk Pacific Elevator may be obtained. The plant consists of a working house with a capacity of 750,000 bushels, a four track receiving shed, a dryer house, a boiler house, a switchboard room and a transformer house. In front of the working house a concrete dock 337 ft. long was constructed for the accommodation of vessels receiving their cargoes of grain. It is essential that the various factors in any grain elevator form a compact system, as on this element depends to a great extent the efficiency of the plant. In the Grand Trunk Pacific elevator, excellent judgment has been shown by the designers in arranging the various structures so that they form a harmonious unit.

THE WORKING HOUSE, facing the slip through its entire length, is admirably suited for the rapid shipment of grain. It consists essentially of 75 circular concrete bins, having an inside diameter of 12 ft. and rising to a height of 79 ft. They are arranged in five rows of 15 bins each, forming 56 interstice bins, and making the working house 69 ft. wide by 237 ft. long. These bins are supported by a series of octagonal columns forming a working story 20 ft. high. Surmounting these bins is a structural steel cupola 83 ft. high, sheathed with corrugated steel and roofed with concrete.

Between the working house and storage annex is located the track shed, a steel framed structure 68 ft. wide by 240 ft. long, having a concrete foundation and roof. It contains four tracks with pit and shovel accommodations for twenty cars which may be unloaded at one time. Under normal conditions 200 cars may easily be unloaded in ten hours and under stress 500 cars may be unloaded in 24 hours.

For the storage of such immense quantities of grain the problem arose as to what would be the best size and arrangement of tanks for the storage annex. As built, the annex consists of 70 circular concrete tanks arranged in ten rows of seven tanks. They have an inside diameter of 23 ft. 3 inches and are 95 ft. high. Fifty-four interstice bins formed

between the circular tanks are also utilized for storage. The tanks are supported on a concrete mattress and walls. The cupola over the annex is of steel construction and is roofed with concrete. Five overhead bridges connect the storage annex with the working house and provide passageway for the conveyors. Steel galleries and cross walks were built over the storage tanks in the annex with open areas between; thus making it possible to heap the grain above the top of the bins.

THE PRELIMINARY WORK entailed by an undertaking of such magnitude as the construction of the Grand Trunk Pacific elevator may be realized by an examination of the plans. Fifteen men were employed at the Walkerville office of the contractors for many months, designing, drawing and tracing, and \$20,000.00 was spent on this item alone. Every little detail to the last rivet and rope sheave was drawn out before being used for construction. The designing and drafting was carried out under the direction of Mr. R. H. Folwell, Chief Engineer, and the work of construction was superintended by Mr. W. R. Sinks, General Manager of the Canadian Stewart Company, Limited. The owners were represented by Mr. John S. Metcalf, who approved the plans and inspected the construction of the work.

The actual work of construction began on Nov. 21st, 1908, the Mayor of Fort William turning the first sod on that date in the presence of over three thousand invited guests. From that date excavation for foundations was vigorously pushed under weather conditions which were far from ideal. With the thermometer registering as low as 55 degrees below zero, it required pluck as well as perfect organization to perform without interruption the task of removing 60,000 yards of frozen clay and sand. A steam shovel and the operation of trains of dump cars over 6,000 feet of track, necessary to waste the excavated material, presented an animated scene.

Pile driving closely followed the commencement of excavation. The piling consisting of 12,000 sticks of timbers 60

feet long, was driven to rock, which was done by two drivers working night and day for ninety days. With the advent of spring, the site was in readiness for the concrete foundation proper.

THE METHODS OF HANDLING AND PLACING CONCRETE in the foundation did not differ much from the general practice in such work, but it is noteworthy to remark the rapid progress made. While the first concrete was laid in March, the foundations were completed to the top of the bin supporting floor in May. During the time the foundation work was being done, the circular tank forms were made and when the bin supporting floor was laid, the tank forms were in readiness for placing. These forms, embodying the experience of years of concrete grain elevator construction, are an evolution from the crude methods first employed on circular bins. An absolutely smooth surface without breaks or unsightly rings and offsets is obtained by their use. The laying of concrete is practically continuous from the placing of the bottom until the top of the tanks is reached. The forms in general consist of an inner and outer wall section four feet high which are held apart by yokes, a sort of steel clothespin made up of plates and channels and supported by lifting jacks, an ingenious device patented by W. R. Sinks and R. H. Folwell of the Canadian Stewart Company, Limited.

Tho there are a number of other kinds of jacks for movable forms in use, yet this jack has special advantages which are apparent to all who have had experience in the use of movable forms for concrete walls. The essential element of the invention is a hollow jack screw through which is inserted a vertical rod and upon which the jacks are made to climb and thereby raise the forms. In operating the jacks, a workman inserts a bar in a socket, causing a screw to turn. By turning to the right the forms are lifted, and by turning to the left the jack itself climbs the rod while the forms remain stationary, being supported by the adjacent jacks. By reason of the rod passing through the jack, the load is applied

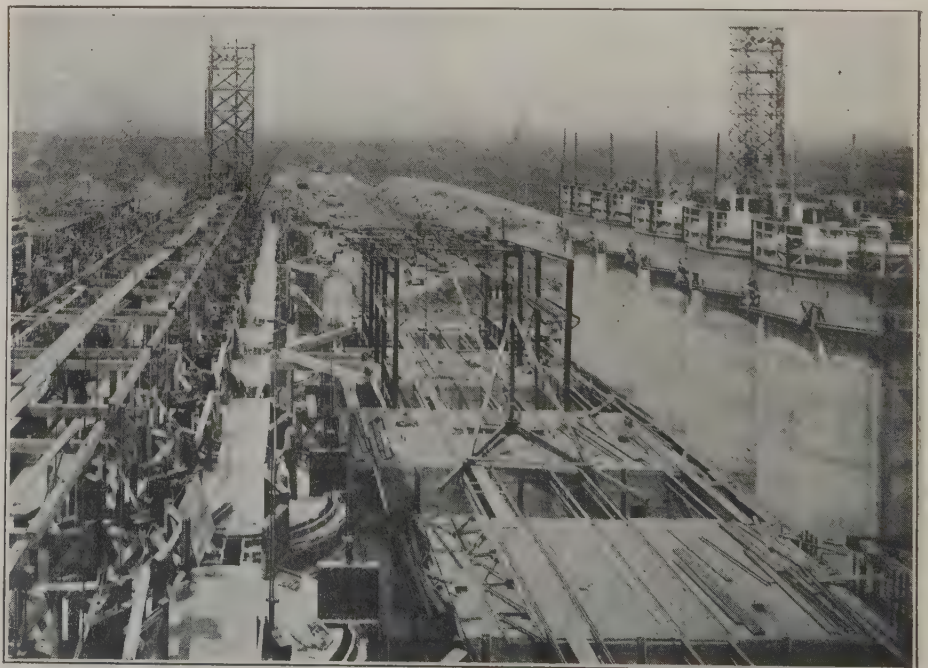


Fig. 2. Receiving Pits and Bins of Grand Trunk Pacific Elevator in Course of Construction.

concentrically and thus any tendency for the forms to bind is eliminated. Another great advantage of the device is that it does not have to be dismantled when a new length of rod is inserted. By this system the position of the horizontal reinforcing rods may be marked on the jacking rods, which is a matter of great convenience; also daily progress of the work may be accurately observed and the forms are kept level throughout the entire work, by reference to the marks.

The forms of the separate tanks tho constructed in sections are tied together by an arrangement of rods attached from yoke to yoke, making a united system and providing an ample floor space for workmen. For each tank eight yokes and jacks were used, operated in sequence, one being turned a little at a time. The annex walls were completed on August 15th. In the meantime the working house bins were rising and the final concrete was placed August 31st. Immediately upon the final completion of the tanks, the erection of the steel cupola framing was commenced. Fifteen hundred tons of steel was used in the construction. In December, 1909, the framing for the cupolas had been erected and enclosed and the floors and roofs were completed. All floors and roofs are covered with five-ply composition pitch felt and gravel. Sheet metal window frames glazed with quarter inch wire ribbed glass and steel-clad doors completed the construction of buildings which are fireproof to the last degree.

Other features that added to the rapidity of construction were well-equipped machine, blacksmithing and wood-working shops. Here were installed power lathes, drill presses, bolt threaders, band and circular saws, planing mills and borers; so an immense amount of manual labor on the wood forms was eliminated and quick repair of equipment was made possible.

Portland cement arrived in Fort William in large cargoes and it was necessary to provide ample warehouse facilities to hold it until wanted on the work. A cement shed capable of storing 12,000

barrels of cement was connected with the various cement mixing plants by means of railroad tracks on which Vulcan locomotives and dump cars were operated. Sand and gravel for concrete was dredged from Lake Superior and unloaded from barges at a temporary dock 2,000 feet long by clam shell derricks. Traveling hoppers received these materials from a whirley and in turn loaded the trains of side dump cars. The concrete mixing plant consisted of four No. 2½ Smith Mixers and Lidgerwood hoisting engines located in two batteries at each end of the elevator. Four hoist towers and hoppers were constructed and necessary track was laid early, so that when the work was ready for concreting to begin, the mixing plant was completely installed. This plant handled during the course of construction 60,000 cubic yards of concrete and its efficiency is evidenced by the fact that as much as 800 yards was mixed and placed in a single day. As is well known the item of lumber is one of the chief factors entering into the cost of concrete work. In this instance 2,000,000 feet of pine lumber was used for forms and moulds. The steel bars for reinforcing concrete in various parts of the work amounted to 2,500 tons and of quality demanded by the Steel Manufacturers Standard Specifications. Round bars were used in girders and floor slabs. Horizontal reinforcing in the concrete tanks consisted of flat steel bands and, in placing, sufficient lap was allowed to develop the necessary strength of the joints. In the concrete columns supporting the working house bins spiral reinforcing was used, which was made of ½ inch steel wire forming a helix of 41 inches diameter.

GRAIN HANDLING FACILITIES:

If the lofty structure rising high in air has interested the layman, the intricate machinery and complicated equipment, the very life of an elevator, must hold a still deeper interest for the engineer and operator. To watch the belt conveyors with their rushing streams of grain, to hear the purring of the motors

and then to note how few employes are to be seen is to realize how nearly automatic modern science has succeeded in making the immense plant.

In visiting an elevator one naturally wishes to follow the various processes in their logical order from the opening of the car door until the grain is finally poured into the hold of a giant lake freighter. A locomotive pushing a train of thirty to forty cars through the car shed places the last five cars over the receiving pits on each of the four tracks and the work of unloading commences. As the cars are emptied the train is advanced until the next five cars are in turn uncoupled and spotted for unloading. This movement is accomplished by a powerful three drum car puller having capacity to pull 30 cars. Each drum is equipped with a ¾ inch steel wire cable with a car puller attached at one end. A separate drum serves each of the outside tracks, while a single drum is used to operate trains on the two central tracks. A distinct advance on the time-worn method of locating the car haul drums in the basement of the working house has been achieved. With the former arrangement an elaborate system of electric signals was necessary and the danger of accident to equipment or the employes was ever present. At the Grand Trunk Pacific this danger is eliminated. The drums are situated out of the way beneath the track shed floor in the west end bay, while the operating levers for the frictions and clutches are located above the floor in such a position that the entire train of cars can be seen by the operator. In conjunction with the car pullers a haul back system of ¾ inch cables is provided to draw out the heavy cables, the operating levers being located above the track shed floor for the convenience of the operator.

With the breaking open of the car doors a large portion of the grain falls directly into the receiving pits; to remove the remainder of the grain, automatic power shovels consisting of rope, drums and scoops are provided. Of these



Fig. 3. Foundation and Substructure Grand Trunk Pacific Elevator, Fort William, Ont.

there are ten pairs so located between the tracks that they can serve without change of position twenty cars which may be spotted over the unloading pits. These pits have a self-filling capacity under the tracks of 2,000 bushels each. Five belt conveyors carry grain from the receiving pits to receiving legs, each pit being emptied in turn by a complete system of interlocking slides and levers so arranged that only one pit can be opened at a time.

The grain having been received in the working house, its disposition will depend on its grade, its condition or its identification. It may be elevated and stored in the annex to await shipment; if wet it may undergo the drying process; cleaning and separating may be necessary; or by a convenient system of spouting it may be delivered to cars or vessels which will take it on the next stage of its journey to Europe.

The nineteen legs with which the working house is equipped are so arranged that an efficient and well-balanced scheme of spouting is obtained. Five receiving and five shipping legs, each having a capacity of 15,000 bushels per hour, are provided with two rows of 15x8x8 inch buckets, while the five cleaner legs have one row of 20x7x7 inch buckets. One flax leg and one screenings leg, a special oats leg and a leg for the drier, each equipped with 14x7x7 inch buckets, complete the elevating machinery. All elevator leg casings, heads and boots are of sheet steel construction and of extra heavy materials, stiffened with angles.

GRAIN CLEANING EQUIPMENT: A well-developed feature of the installation is to be found in the cleaning facilities provided. The machines, 10 in number, are all of the compound shake type, sheathed inside and out with sheet steel and are entirely fireproof. On the first floor are located nine warehouse separators and six special oats separators and on the distributing floor are two flax machines and two special screenings separators.

In the cupola of the working house are ten 2000-bushel hopper scales of the trussed lever pattern. They are the largest size of scales made, and are provided with printing and recording mechanism. Above each of the scale hoppers is located a 2200-bushel garner equipped with anti-friction roller slides opened and closed by means of levers at the scale floor. Vent pipes from the scale hopper to the garner allow for the displacement of air by the grain as it is dropped to the scale and prevent dust from being blown into the elevator. Tell-tale attachments are provided to show when the garner is full. Five cleaning hoppers in the cupola receive the cleaned grain from the cleaner legs before it is spouted to the bins.

SPOUTING: While presenting unusual difficulties on account of the extensive nature of the work the problem of securing a simple and comprehensive system of spouting has been solved in a most effective manner. By means of the spouting arrangement employed the operator can direct the flow of grain from the distributing floor without the necessity of going to the floor below. To each of the scales and cleaner hoppers, is attached a revolving distributing spout which connects with the fixed spouts in the story below leading to the bins, storage belts, car spouts, drier spouts and shipping bins. Five car spouts provided with bifurcated loaders are installed for car shipments. Six dock spouts, fed from shipping bins in the working house, are each able to load 20,000 bushels per hour into vessels.

RUBBER BELTING was used for all conveyors and legs, of which large quantities of a high quality are necessary in an elevator like the Grand Trunk Pacific. Connecting the unloading pits with the receiving legs are five 36 inch four-ply receiving conveyors. Five 36 inch four-ply belts carry grain from the working house cupola to the storage annex and five similar belts located in the basement complete the return circuit to the

shipping legs. A 42 inch four-ply reversible belt conveyor in the working house cupola transfers grain lengthwise of the elevator from the scales to the storage belts, the car spouts or to the working house bins. Connection to the drier is made by means of a 24 inch four-ply belt. The 10 receiving and shipping legs have 32 inch six-ply belts; the cleaning legs have 22 inch six-ply belts and screening and flax legs have 16 inch six-ply belts.

Noisy gearing was entirely dispensed with, rope drives being used generally throughout the elevator, with the exception of the unimportant drives for which leather belting was provided. Power transmission and conveying machinery, comprising shafting, shears, bearings, belt carriers, trippers and miscellaneous equipment, was made according to the contractor's plans and specifications and is equal to the best American practice and up to date in every particular.

AN EXTENSIVE DUST COLLECTING SYSTEM was installed, consisting of fans, cyclones and floor sweeps with sheet metal piping arranged to collect dust from the cleaning machines, floors and garners and discharge it into screenings bins. A direct connected 70 inch fan located on the first floor takes dust from eleven sweepers in the basement, fifteen cyclones located over the track shed connecting to the fifteen separators, and blows it to a large cyclone located in the cupola of the working house, from whence the dust discharges by gravity into the dust bins. A similar 60 inch fan located on the machinery floor exhausts the dust from 10 garners over the scale hoppers and four cyclones connecting to the flax and screenings separators on the distributing floor, and blows it into a cyclone which discharges by gravity into the same dust bins. The system is capable of taking dust simultaneously from all the cyclones for cleaning machines and garners, and from four of the basement sweeps. A grain trap is provided on the main suction pipe to

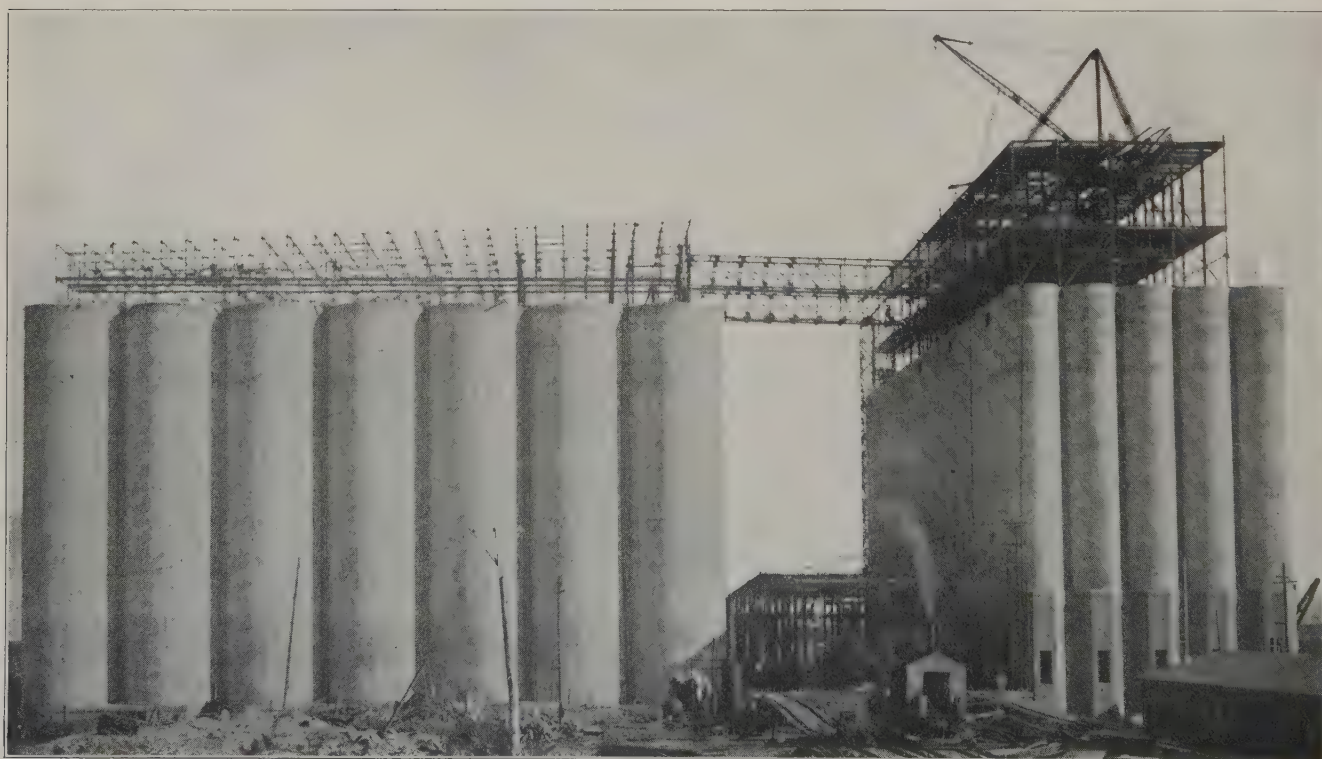


Fig. 4. Completed Bins and Steel Frames of Track Shed and Cupolas, Grand Trunk Pacific Elevator, Fort William, Ont.

the first floor fan for trapping out grain from going to the screenings bins.

As it frequently happens that grain is received from the country in a damp condition it must be dried before it is shipped. For this purpose a large drier was constructed, housed in a separate concrete building 20 ft. wide by 27 ft. long, and connected with the working house by a tunnel. The drier has a capacity of 500 bus. per hour when removing 7 percent of moisture. A 72 inch by 16 ft. horizontal tubular boiler, 125 pounds pressure, provides steam for the drier and for heating the offices in the working house.

POWER EQUIPMENT: The entire plant is driven by electric motors operating on 3 phase, 60 cycle alternating current, from the Kaministiquia Power Co. The current comes from Kakabeka Falls, 22 miles distant, to the transformer house under a tension of 22,000 volts and there is reduced to 550 volts. The equipment of the transformer house consists of 1020 K. W. transformers, one aluminum cell lightning arrester, one synchronous motor acting as rotary condenser, having a capacity of 700 Kilo volt amperes to hold up the power factor. The current is brought to the receiving panels of the switchboard, which is located in the switchboard room and thence distributed to the receiving motors through electrical conduits. The switchboard consists of one receiving panel for power mains, one receiving panel for light mains, five power feeder panels and one light feeder panel, all made of blue Vermont marble, having mounted thereon necessary recording instruments. Thirty-seven motors of the squirrel cage type are installed throughout the elevator, develop-

ing over twenty-five hundred horse power. Individual motor drives are used, making impossible any serious disarrangement of the general operation by a breakdown of a single motor.

A complete lighting system was installed, comprising 800 incandescent lights, distributed to light every corner of the plant to the best advantage. Suitable lighting switches are provided in switch boxes arranged for convenient operation. All hanging lights have lamp guards, and the wires are protected from injury by armored flexible conduits. For outdoor service arc lights are used on the dock and tracks.

TELEPHONE SYSTEM: Fifteen telephones were installed in accordance with the most modern practice, making possible convenient communication from the Superintendent's office to the various parts of the plant. Speaking tubes, electric bell signals and a series of red and green signal lights at each of the receiving and shipping legs on the first and scale floors form effective aids to operation.

Other innumerable appliances making for completeness and convenience were added; among which may be mentioned a passenger elevator running from the first to the machinery floor, a belt man lift running from the distributing to the scale floor and an elevator for carrying books and papers to the weighman. Offices for Superintendent, weighman, foremen and inspectors were placed at convenient points. In order to secure the minimum rate of fire service in accordance with Underwriters' requirements, a 500 gallon fire pump directly connected with a 50 horse power motor and complete with pipe system fittings and hose was installed.

Credit should be given to the following companies who supplied material, machinery and other equipment: The Huntley Manufacturing Co., of Silver Creek, N. Y., manufactured all the cleaning machinery; the dust collecting system was installed by the Cyclone Blow Pipe Co., of Chicago; The Gurney Scale Co., of Hamilton, Ontario, made the hopper scales and attachments; The Allis-Chalmers-Bullock Co., Limited, of Montreal, the motors; and the rubber belting was supplied by The Canadian Rubber Company. The Hess Warming & Ventilating Co., of Chicago, Ill., furnished and installed the drier; The Webster Manufacturing Co., of Chicago, made the shafting, pulleys, belt carriers and castings; the electric wiring and installation of electrical equipment was done by the Federal Electric Co., metal cornices and flashing were provided by Thomas Irwin & Son, of Hamilton, Ontario; the structural steel was fabricated and erected by The Canadian Bridge Company, Limited, of Walkerville, Ontario; the spouting and leg casings were made by The Perritt Iron & Roofing Co. in its shops at Fort William.

The elevator was built in the interests of the Grand Trunk Pacific Railway and cost \$1,250,000.00 and will be operated by The Grand Trunk Pacific Terminal Elevator Co., Limited, of which Mr. Frederick B. Wells is President and Mr. R. F. Edmond of Winnipeg is General Manager.

If I were to continue in the grain business I would not be without the Grain Dealers Journal.—M. G. Heald, Burrton, Kan.

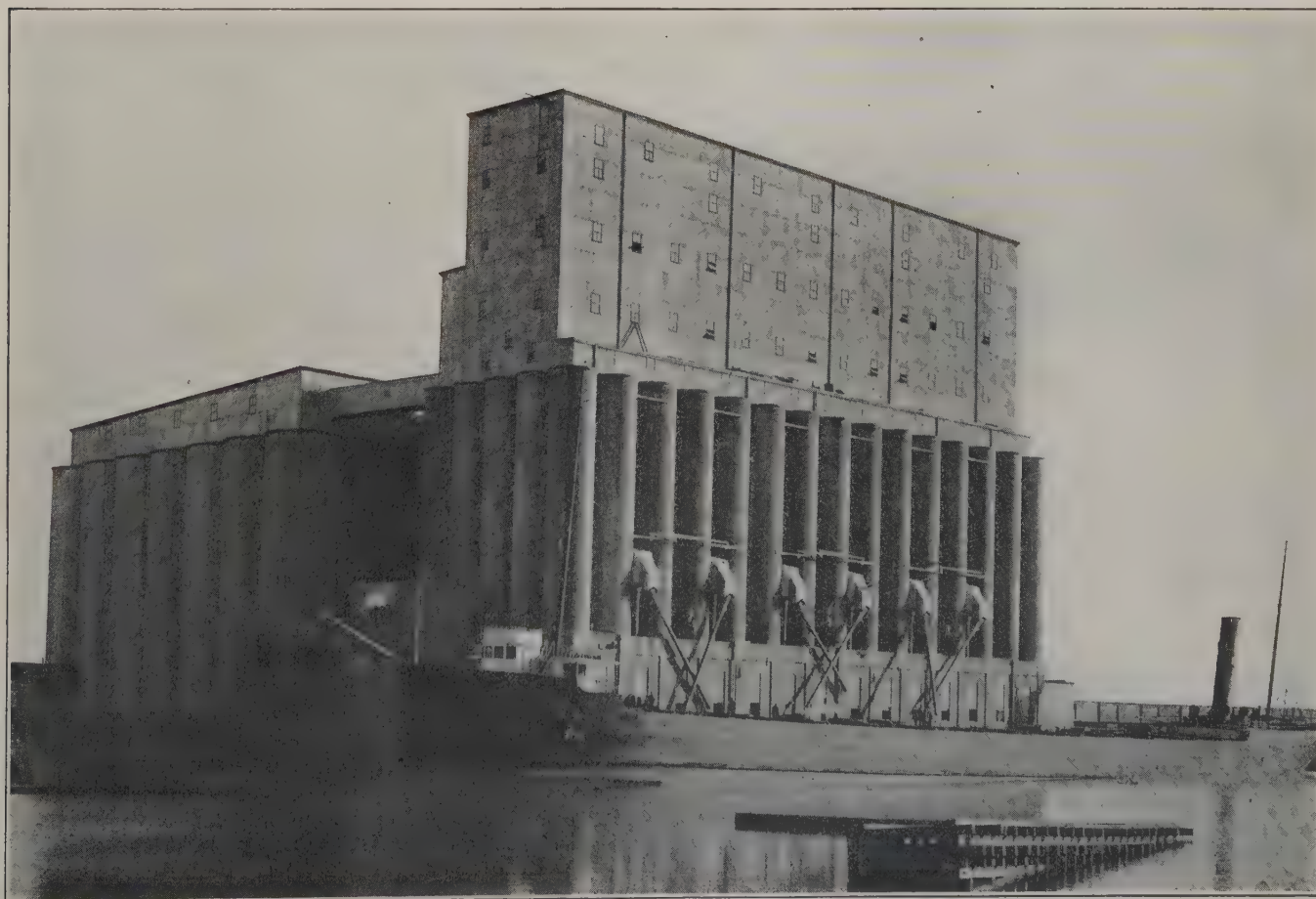


Fig. 5. First Section of 40,000,000 bu. Grand Trunk Pacific Elevator, Fort William, Ont.

His Christmas Present to Himself.

BY E. A. M.

Instead of cheery Christmas anticipations, a nightmare of anxiety engulfed Ansel. He had been lured from a position with pay as sure to come as Saturday night, by attractive prospects. The elevator office was to be extended, a store room added and a stock of staples installed. A coal business in winter and implements in summer were to keep the grain house open profitably the year round and make business hum at that station with no heavy expenses during idle times. So he left his pay envelope job.

Circumstances over which he had no control began to overwhelm him. The store room was ready to plaster when the owner's death stopped work. Fortunately no stock had been ordered to delay settling the estate. The elevator was sold to a line company at less than cost.

Ansel could have bot it himself for a small first payment which he was eager to do, but an old promise prevented. He had given his word to his father never to mortgage the home property while his mother lived to need its protection no matter what prospects promised profits.

He kept his promise and suffered as he now faced a winter without work. Crops had turned out so poorly that one grain house after another had been closed and his chief Christmas prospect was a notification from headquarters that his station must also close.

Why had he not sought another position? Again the hampering sense of duty that ties many a man to the juggernaut wheel of conditions. He had promised to look after the old home as long as he could. Some men manage when arranging to leave their activities, to hamper those who must carry them on.

Ansel vaguely wondered what Ay-Ay would do. Ay-Ay was an apparent non-entity who had happened along at harvest when everybody was too busy to question him and by the time that rush was over his silent presence was such a matter of course they did not think to

interrogate him. He worked with a painstaking care that made speed and soon established himself as a sort of general utility man with headquarters at the elevator. His first employer was crowded for room at harvest time and had asked the owner of the elevator if he would permit a bed to be set up for this man in the unfinished wareroom, where he could bunk for a time.

"Yes, permanently," was the reply, "if he is to be trusted, I'll have a room partitioned off back of the office so he can have a stove in winter and be comfortable, if you'll fix it up with whatever it needs. I've been uneasy about fire and tramps at night and could use some safe person about the place."

"You'll find him as safe as the big Newfoundland dog that tags after him wherever he goes. He's as steady as grandfather's clock and you'll hear nothing from him except the sailor's ay! ay! That's his nickname, you know. Kripp is his right name, but the other's handier."

Thus Ay-Ay and the big Newfoundland were domiciled. Dangerous dry weather prevailed, when one night sparks from a passing engine started a fire that would have made a heap of ashes of the elevator had not Ay-Ay been there to stop it at once. Next evening he brot a scythe and cut down the dry weeds about the elevator, and cleaned up the premises generally. So he established himself at the elevator. Farmers found it convenient to send for this handy man who worked hard when needed and was conveniently out of their way otherwise. He became a factor in the community; since those who see what to do without being told, are needed everywhere regardless of conditions. They turn the question of whether one can afford to employ them into the answering fact that one can not afford to be without them.

Once only had Ansel waxed inquisitive. "Why do you always answer 'ay, ay?'"

"By cause den you know I heer." Then instantly he sidetracked his questioner's attention with the hedging inquiry: "Now dot you haf time to explain would you please unt tell me ov dis great masheen

you calls de tellyfone. Do he spik ze Yerman too?"

"Yes."

"Unt Svedish oder Russian?"

"Yes, any lingo."

"Vel, dis sure bin great country for inwenshuns."

His apparent ignorance safeguarded him from further investigations by Ansel, who looked him over on that dreary day before Christmas. Kripp sat folded up in a big armchair by the stove and Ansel envied him his placid content; for Ay-Ay was surely rich in his poverty of nothing to think about, hence nothing to worry over. The dozing man and the big dog sleeping at his feet were strangely alike. They ate, slept, were warm and comfortable and impersonated unthinking fidelity. From the summit of his superiority Ansel found himself looking down on them with something like envy. They were so comfortably content while he was so restless and anxious.

The traveling auditor arrived that afternoon with instructions from headquarters; and they were what Ansel had expected.

"Of course it is bad for this community to close the house. Local merchants appreciate this and we would sell if you sent us a buyer."

Then Ay-Ay unfolded himself. Like the big dog, he had evidently slept with one ear open. Ansel noticed that he stood erect and seemed to dominate the situation as he asked:

"Ov Ay bring you buyair vat you pay me?"

"Five per cent commission."

Then, "Unt ov mine buyair he pay ze cashes, vat you gif heem off for zat?"

"Ten per cent for cash down."

"Zen heer bin fife dollairs for vat you call ze opshun ov you don't sharge more as vat you pay for heem zis sommaire. You haf goot profits for ze few monts you haf heem. Now vat you say? Vil you close ze deals ze marning affair Krrissmus?"

"Yes; I can be back here on the 11:15 train."

"Zen ve haf ze papairs retty mit ze moneys unt you can turn ofer ze house to zis man Ansel. Hee alzo bin mine vit-

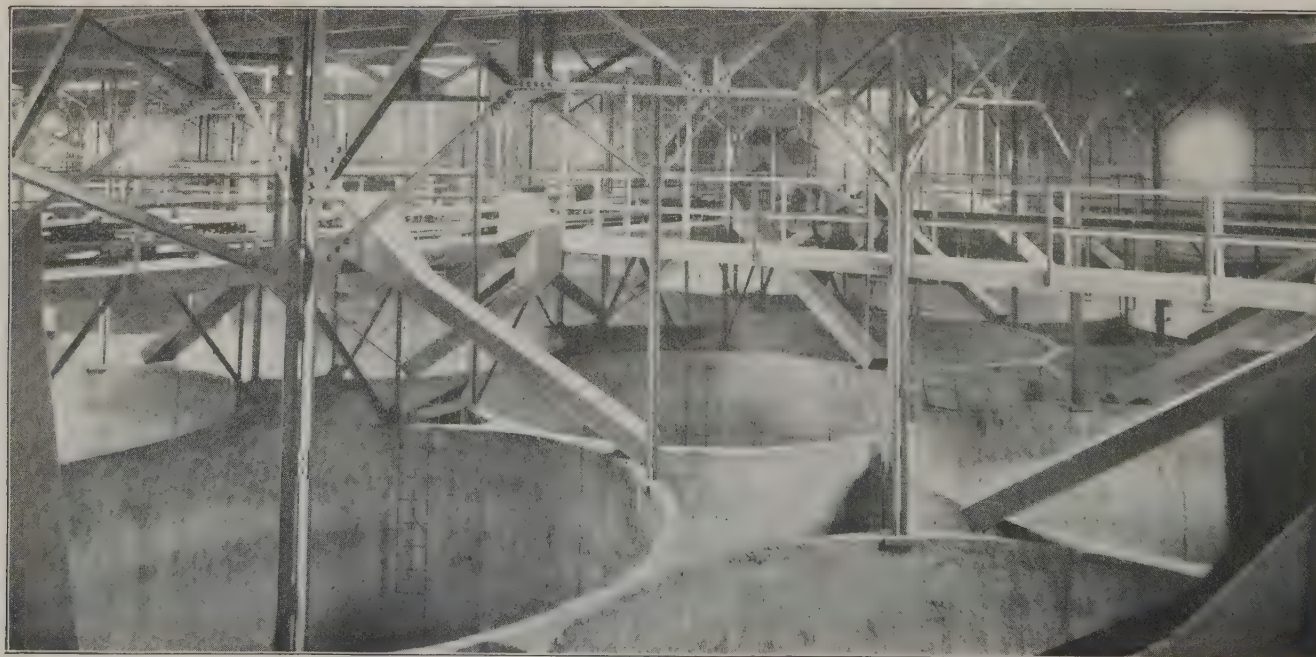


Fig. 6. Conveyor Belts, Tripper and Spouts above Bins in Storage Annex of Grand Trunk Pacific Elevator.

ness ven you pay me ze moneys for bring you buyair."

"Who is your buyer? Will he need me?" asked Ansel as soon as the door closed after the auditor.

"Yes, much, if you care to make yourself useful," answered Ay-Ay in excellent English. "I will want you to get the papers made out to Rudolph M. Krippenbach; for I can not get back here before 10:30 Dec. 26 and must leave again as soon as the transfer is made. I must look up that stock of goods, that should have been put in months ago. Then carpenters must be set to work at once to finish the storeroom and some things must be done for the elevator. A cement foundation and basement must go under with a good potato cellar. We could ship out a few carloads on dull days if we had a place to keep them. Also, a sheller is needed. Open the grain journals. I want to study them and you need to. Here are several unopened now. I'll take them along to look over on the train. I go to the city tonight. Where are you going?"

Ansel could hardly believe his ears. These kaleidoscopic changes, like those wrought at the waving of some witch's wand in the fairy tales of his childhood, had turned this serving man, whom he had rated on a par with the dog at his feet, into his employer directing him what to do. He was too bewildered to think lucidly but he managed to make reply:

"I promised to go to a Christmas eve surprise party. I had quite forgotten it in the greater surprise of this last half-hour; but I want to ask some questions, for I'm as curious as a frog."

"What do you know about frogs?"

"Enough to fix a lighted candle on a board in their pond on dark nights and watch them line up and lean their elbows on the board, like deadbeats at a free lunch counter, until some blundering croaker, eager to see what it is, spoils the fun by jumping into the candle. Would I put out my little candle of flickering hope for better things if I asked two questions while trying to make out how things actually are?"

"We mustn't talk long. It is nearly

time for you to go and I want to be off for Christmas. So far I've refused to let even business crowd out the real Christmas spirit and I have no notion of becoming so Americanized that I only make my living without taking time to live. Making money is a mere detail in the immeasurably more important art of living."

"Then why did you live like this since early summer?"

"Kings live no better and some much worse. Manuel of Portugal let a dancer kick the crown clear off his head, while I put flesh on my ribs eating the best of food at a farmer's loaded table. After vigorous outdoor work I slept like a soldier with this good dog as guard at my feet. Every wise man takes time to think and know himself. I have had some months of mental exercise and I am now ready for action with all plans laid."

"But we thought you a—" and Ansel became silent.

"Tramp at the worst," supplied Krippenbach, "and servant at the best, just as I intended."

"Why?" slipped off Ansel's tongue before he remembered that was now none of his business.

"For the same reason you would get down in the dirt and crawl under an automobile to see why it wouldn't go after all you'd spent upon it. This elevator wasn't going as it should. When it sold so cheap I looked for it to go to you; but as you made no move, the line company got it only to find an elephant on its hands because it has no side lines to make this property profitable every week in the year."

"Had I introduced myself to you as your prospective employer and asked you what sort of an employe you made I could have learned nothing. I now know what you actually do when you suppose yourself unobserved. So I took time to get down in several ways under this stalled machine, looking the building over thoroly and even going out to learn the needs of the tributary territory that will make the elevator pay. The accident of the bad season furnished opportunity to buy while elevators will be sold cheap.

This rich country can support a string of such grain and mercantile stations while it is being developed. Afterwards we can sell the side lines that pay expenses during hard seasons and go it alone on grain when a line of loaded wagons is waiting at the elevator and cars are being loaded out daily."

"I see now what you saw while I thot you dozed, but I don't see the need of your dialect."

"Only another way of getting down under the stalled machine to see what would make it go. It is one of the easiest disguises among Americans who ordinarily are so steeped in self-conceit that they imagine the foreigner who does not speak English well is an ignoramus. They may use their own language carelessly, and he may speak six languages fluently but he still is an ignoramus not worth investigating."

He smiled and added, "It is unprofitable for the investigator to be investigated while investigating. But that is all past and we now need to consider what next. When will you be married?"

Ansel squirmed at the keen question as he haltingly explained: "I could not plan for marriage with my poor prospects."

"I judge you promised the ONE woman that you would dress up tonight and play Santa Claus to please the children. Tell her of another Santa Claus who dressed as a tramp and worked as a servant. Tell her he brings a Christmas gift to you, of a profitable position which you earned by honest service in trying months. You proved you could do the right thing without being watched. Alice is a noble girl and she needs a home as much as your old mother needs a daughter's help. Give them both the Christmas present they most need; unt," lapsing into his jargon, "ov shee bin de vomans Ay tank, shee vil know Yanuary bin just so goot a mont for marrying as Yune. So ran along now mit Kriissmus bresent ov yourselluf to ze vomans vat make you mind vat shee say, by cause shee been goot boss for you, unt you make her mat mit you ov you got yourselluf late ven you haf so much to say."



Fig. 7. Receiving Pits in Track Shed of Grand Trunk Pacific Elevator, Fort William, Ont.

Annual Dinner of the Chicago Weighing Department.

The Ninth Annual Dinner of the Weighing Department of the Chicago Board of Trade, held at the Palmer House, Dec. 17th, was the most successful yet held, which is saying a good deal for the department has held a number of splendid dinners in the past.

As usual Weighmaster H. A. Foss acted as toastmaster, and after congratulating the members of the department on the most successful year in its history, he introduced Deputy Walter Felt who extended a warm welcome to the visitors in behalf of the employees of the department and expressed gratification in the pleasure of meeting with the members of the trade once again.

Deputy John Link, director of the department's orchestra, favored the auditors with several selections and received hearty applause.

A. Stamford White, President of the Board of Trade, stated that at the last meeting of the department which he attended he was deeply impressed with the spirit of loyalty prevailing among the employees. I am pleased to report the absence of any complaint of the work of the department during my term in office and delighted to admit that many words of praise of your work has reached me. The success of Chicago's grain trade depends on the quality of the service of its weighing department.

Deputy Duncan Boden in Mother Goose rhyme told "Who's Who in the Weighing Department" and with his many hits on the members of the department, kept some wincing and all laughing.

Louis J. Pierson, in dealing with the knockers of the times, took an optimistic view of the present and the future and rapped the pessimists most vigorously.

George F. Stone, Secretary of the Board of Trade, congratulated the members of the department on their success and expressed gratification at being permitted again to meet with its members. He told of the department's enviable reputation and traced its cause to the willingness of each member to perform his full duty.

Samuel J. Scotten praised the department for its excellent work and told of the Chicago certificates being accepted everywhere abroad without question.

Duncan Boden entrusted a huge bunch of American Beauties to Mr. Edward Andrew, chairman of the weighing committee, with the request that it be delivered to Mrs. Andrew, together with the compliments of the employees of the department. Mr. Andrew has given many of his evenings to the service of the department and has become well acquainted with its force, so that he was deeply impressed by this special attention.

J. C. F. Merrill, 1st Vice President of the Board of Trade, told of the words of high praise of the work of the department to be heard in the other markets.

Chester A. Legg said that he had been greatly interested by the readiness with which the Chicago Board of Trade certificates of weight were accepted in all parts of the world as legal tender. In the loyalty of the employees to their chief, he found the cause.

Toastmaster Foss wished all a Merry Christmas and Happy New Year.

Among the Illinois shippers in attendance were: Sec'y S. W. Strong, Urbana; H. A. Hillmer, Freeport; W. L. Shellabarger, Decatur; H. T. Trubv. Joliet; G. F. Kersten, Plainfield and E. C. Boyer, Tampico.



Fig. 8. Scale Floor Grand Trunk Pacific Elevator, Fort William, Ont.



Fig. 9. Distributing Floor Grand Trunk Pacific Elevator, Fort William, Ont.

Wild Oats in Graded Grain.

At the recent hearing by the Illinois Railroad and Warehouse Commissioners on the question whether oats containing wild oats should be refused grading a difference of opinion developed.

One argument was that the wild oats grew naturally with the cultivated crop, were harvested at the same time, had a feeding value, and consequently were entitled to grading.

Others held that the wild oat was not harvested with the crop, but was mixed in as an adulteration, has no feeding value, and that the giving of a grade on the wild oats mixture would be abetting a fraud on the consumer.

The chief grain inspector at Chicago did, in fact, sample several cars of practically pure wild oats, alleged to have been shipped in for mixing with good oats to be inspected out of cleaning houses on the regular grades for Standard, No. 2, 3 and 4 oats. To curb the evil the Chief Grain Inspector has instructed the inspectors that while a slight mixture of wild oats will be permissible in No. 3 oats, an appreciable mixture of wild oats will throw oats into the sample grade. No exact percentage has been set for the quantity of wild oats allowed, but when the weed is very noticeable the car will not be graded other than sample.

Wild oats contain smaller kernels, have always awns and some bristles at the base. The awn is twisted and stiff, running out from the middle of the husk, is an inch long, and in ripe seeds is bent at a right angle a little below the middle. The slanting horse-shoe shaped scar at the base of the seed is densely bristly, altho these bristles are easily broken off, as, rarely, is the scar itself. The bent awn and the horse-shoe scar are the characteristics peculiar to the wild oat as distinguishing it from the cultivated varieties.

Three kinds of wild oats are known, one large, dark brown and bristly; another smaller, smooth, gray or olive brown, with heavier kernels; and a third, white oat, which is but an albino of these

two varieties or a hybrid with the cultivated oat. The different kinds of white and of black oats are shown in the engraving herewith.

Professor O. D. Center of the department of crop production, Illinois Agricultural Experiment Station, writes:

"Wild oats, *Avena fatua*, are common and abundant in grain fields from Minnesota westward to the Pacific slope. This is an introduced plant, coming from Europe. Since it possesses much greater vigor than the ordinary oat or the usual cultivated grains in which it is growing as a weed, it will not only contend with the cultivated grain for plant food and moisture, but it will actually crowd out by this competition the cultivated plants.

"This plant is one of the worst weeds that the northwestern farmer has to deal with. We have seen it growing abundantly by the roadside in uncultivated land and just as abundantly and perhaps more so in the cultivated field where wheat had been harvested. We have also seen small areas such as lawns, where barnyard manure had been spread, and where grass had been planted in an attempt to produce a lawn that showed several times the number of oat plants than it showed grass plants, and where the oat plants were so thrifty and vigorous, growing so rapidly and shading the ground to such an extent that it would only be a question of a very short time until the grass would be killed out completely. Where the wild oat is common, I know of no location where it will not thrive to the detriment of desirable crops and grass if it once secures a foothold."

J. W. T. Duvel, of the Bureau of Plant Industry, U. S. Department of Agriculture, writes:

"A considerable quantity of the oats and likewise the wheat grown in parts of Minnesota, the Dakotas, Montana, Wyoming, and the three extreme northwestern states contain more or less wild oats as harvested, altho a considerable quantity of the wild oats ripens and shatters before the other grain is cut.

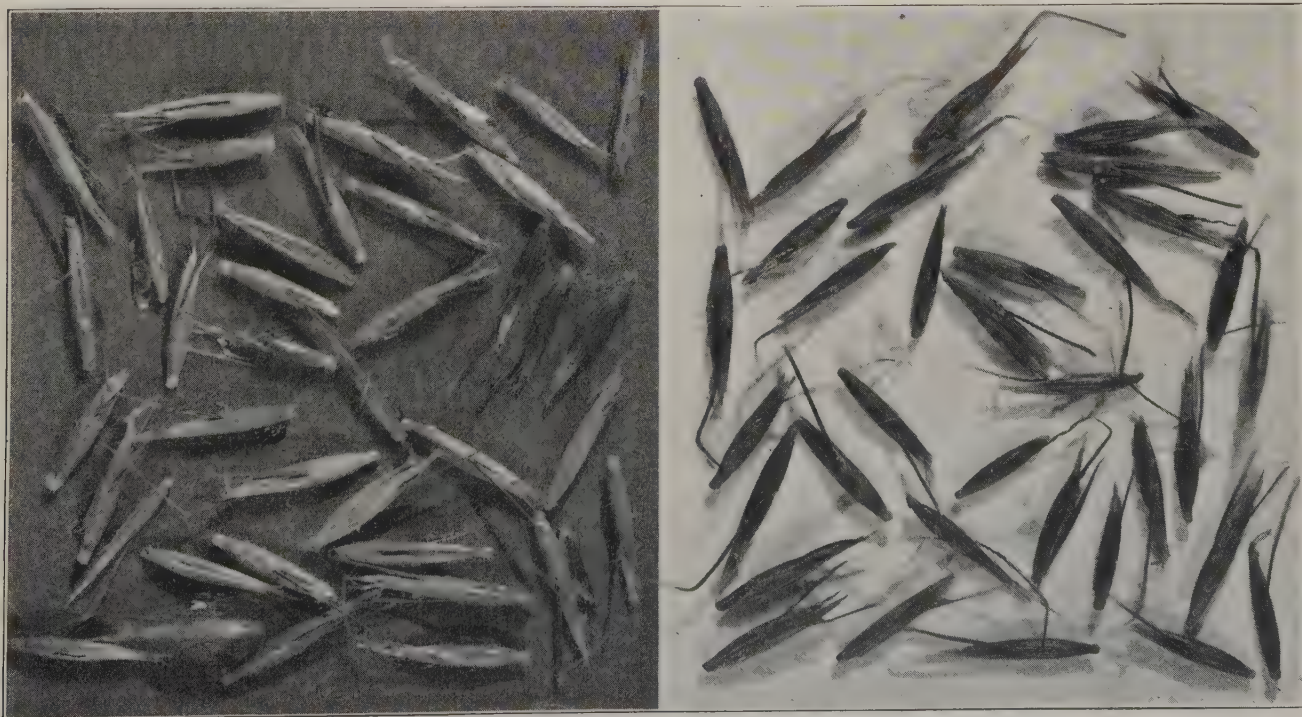
"On the other hand, a great deal of

wild oats is screened from wheat after it reaches the elevator and in some cases the wild oats is marketed as such by the farmer, and this grain from whatever source is artificially mixed with our common cultivated oats. To my knowledge there have been no definite experiments carried on showing the relative feeding value of wild and cultivated oats.

"In recent years, however, wild oats have undergone more or less natural selection and possibly hybridization so that much of this grain which is found mixed with commercial oats is fairly well developed, and there is a reason to believe that it is of some value for feeding purposes, but its feeding value is not equal to that of the cultivated oats."

Reparation Allowed.

The following refunds have been authorized by the Interstate Commerce Commission: Laning-Harris Coal & Gr. Co., of Kansas City, awarded \$3.60 from the Mo. Pac. Ry. on account of grain doors attached on 3 cars of grain from Kansas City, Mo., to Jenny Lind and Deming, Ark.; \$5.08 to the Stockbridge Eltr. Co. of Jackson, Mich.; from the Ann Arbor Ry. Co., on account of unreasonable rate charged on corn from Custar, O., to Shepherd, Mich.; \$38.68 to the Isbell-Brown Co., of Lansing, Mich., from the Grand Trunk Ry., for unreasonable rate on dried beans, from Potterville to Lansing, thence to Louisville, Ky.; \$39.78 to the Union Grain & Hay Co., of Cincinnati, O., from the Norf. & Western on account of overcharge on one mixed carload of corn, oats and feed from Cincinnati to Penland, N. C.; \$22.40 to the Henderson Eltr. Co., of Henderson Ky., on account of overcharge by the Ill. Cent. Ry., on one carload of corn from Henderson, Ky., to Ringgold, Tenn.; \$132.05 to Sam Williamson & Son of Salt Lake City, Utah, from the Houston & T. C. Ry., on account of overcharge on 4 shipments of wheat forwarded from Kimberly, Ida., to McKinney, Tex.



The Different Kinds of Black and White Wild Oats, Enlarged 1½ Times.

How the Grain Dealer Won the Mob.

BY M. K. COLBURN.

Sheriff Kelley gaze absent-mindedly out of his office window upon the December scenery. He felt O. K. and then more O. K. Reviewing his administration he found same to be free from low-grade stuff.

"Even an elevator man," said he to himself, "can use a scourer in politics and keep it clean. If——"

Here he stopped abruptly, for Kelley caught sight of an urchin knocking on the dust house door.

"What do you want, kid?" he asked, going out on the platform.

The small boy, surprised, stammered, "Why, sir, they are going to kill my father."

"Who is your father, and where do you live? Is it that man we got from down near Fairberry that tried to burn up a family?"

The boy nodded and hung his head. "Well, I will be ——. You are not his young one?"

Again the boy nodded.

"My scales always weighed out a square deal to my patrons, and I will work my justice scales in the same manner. Go home, hang up your stocking tonight and Christmas morning if I am alive you will find something in it. Where do you live?"

"The last house on Edgeton street, next the creek."

Without further pause Kelley jumped into his buggy and hurried away.

He had no idea that an attempt at lynching was to be made, but inasmuch as other sheriffs had blots on their records, he was not a little disturbed over the boy's report.

"I will have no mob violence in Separator county. I will die first."

A turn in the road brot him in sight of town square where, sure enough, he saw a mob forming. His suspicions were confirmed.

Detouring around the crowd, he entered

the jail unnoticed, and going direct to the cell of the intended victim of the people's fury, Kelley took him out, and spirited the prisoner away.

Already the elevator man had laid his plans. He made a bee line for his elevator. Reaching this he hid the frightened prisoner in the sink of his wagon dump. After giving instructions to his foreman, he went into the office, perched his feet on the desk, and whistled.

The mob had in the meantime broken into the jail and, failing to find their prey descended upon the elevator and surrounded it.

Jake Grainecr, the leader of the mob, yelled out:

"Give us the prisoner, Kelley, or we will search the place and burn you up."

"Search all day here, if you wish. You will not find him. But if any one attempts to burn even as much as a splinter here I will fill him with lead. Understand?"

After some hesitation some members of the mob searched the building thru and thru.

"Now get out of here," cried the sheriff, upon seeing the men all balled up and losing heart. "He is not here, and if you don't disband and become decent citizens I will put you all in jail. Move on."

This maddened them much, and Kelley losing patience, pushed the leaders out of the driveway. This, together with failure to find their man, took the starch out of the fiends and they dropped back into a normal mood.

Whereupon Jake Grainecr apologized for the disturbance by proposing three rousing cheers for the sheriff.

"Thanks," laughed the grain man. "I appreciate your kindness. I knew you to be all right when yourselves. Now let's have a real good lynching, by lynching fiendishness and doing good. Let's take the prisoner home. I will go his bail."

"An excellent plan," put in the hardware dealer. "Produce the prisoner and send him home. We will back you up in all your deeds. You are the leader of goodness."

With a smile Kelley opened the door in the floor of the driveway and induced the prisoner to come out.

"Now men, fall into line and we will march to this man's home and take it by storm."

"What for?" inquired Jake.

"Wait and see."

So the crowd of peaceful citizens formed in line and headed by the dauntless sheriff proceeded at a lively gait to a little house on Edgeton street.

Many crowded around it and saw a family within. The mother was praying; the children were hanging up stockings.

"What poor deluded creatures," said Tenk, "to think that Santa Claus would hang around here. Good joke, is it not, Mr. Sheriff?"

"They will have a better Christmas than we," returned Kelley. "Wait."

"Hello, there," he shouted to the occupants of the house. "Here are oceans of Santa Clauses waiting to bring you good news."

The woman and the children came to the doorway, but shrank back with fear upon beholding the throng.

"Go to them," whispered Kelley to his prisoner. "Come back to the jail day after tomorrow."

The prisoner nodded his head and obeyed. He threw his arms around his little ones. Tears were in his eyes, too.

"Come, fellers," cried Jake, beginning to feel the least bit womanlike, "I hate

scenes, and my throat is too masculine to have lumps loafing in it.

"Kelley, you got us all skinned. Three cheers for Kelley and his Christmas treat."

Moisture Testing by Country Buyer.

BY GEO. BRUNSKILL.

While it is too early in our experience with the moisture tester to make positive conclusions, still we have found the test quite valuable on what few cars we have used it.

We tested one car and called it No. 4, which on arrival at Chicago was graded sample. We demanded a re-inspection and our grade was sustained. A day or so later we had the same experience, our grade being sustained on re-inspection. On a third car, however, which was graded sample, the re-inspection test showed 22.2 per cent, just one per cent more than our test, 21.2. We were just as careful as we could be, both in taking the sample and in the distilling process. No one could have been more painstaking than we were.

At our different elevators at Pontiac, Cayuga and Swygert, Ill., we have several dozen one pint fruit jars, in which to place samples taken. At each dump in the elevators we have metal receptacles into which is thrown a small handful of corn taken while it is being dumped.

When our customer is thru hauling from the crib we stir this sample thoroughly and fill a pint jar which is sealed and sent to our main office, where we have our testing outfit established. On arrival we examine the general appearance of the corn, judging as to its fitness for grade, and then take a moisture test.

On completing the test we record in a book the name, date, which elevator, who took the test and the grade. Our customers seem much more pleased with this method than the old one of shipping out the grain and waiting for arrival of cars.

We believe it a good plan for the country buyers to go thru the testing rooms at the terminal market and acquaint himself with the real things that go to make up the grading of our corn. We visit the market several times each year and pass thru the tables on the exchange floor, trying our judgment on the samples our various friends may have on their tables.

The manager of The Farmers Eltr. Co. of Vienna, S. D., found a sack underneath the house recently which contained 390 pennies, hidden there by thieves who had found the load too heavy to carry. Clean out your basement occasionally.

John D. Shanahan, formerly chief grain inspector at Buffalo, N. Y., and for several years expert in charge of grain standardization for the United States Department of Agriculture at Washington, resigned his position with the government Dec. 1 to engage in private business.

The government reports a shortage of about 12,000,000 bus. in the total crop of barley, but the shortage east of the Rockies is at least 20,000,000 bus. Farm reserves the country over at Christmas time are not over 20 per cent, according to the highest estimates that I have been able to find anywhere. They are usually about 60 per cent at this time. The quality is generally fine, as it is all good color, although some is light. Prices of malt-ing barley have advanced about 10c in two weeks and about 20c from the low price this fall.—Fred F. Bullen.



"An Urchin Knocking at the Dust House."

Inaccuracies of Moisture Test.

The success of the method of making moisture tests introduced by the U. S. Department of Agriculture depends largely upon the accuracy with which the temperature readings are made, and any thermometer showing an error of more than one-half of a degree should not be used unless such errors are known and provided for in the readings.

It is also necessary that the mercury bulbs of the thermometers be of approximately the same length, so that some uniformity can be had as to the depth to which the thermometers are immersed in the oil, the correct positions of which are shown in the engraving herewith, says J. W. T. Duvel, inventor of the government moisture tester. If the mercury bulb of the thermometer is too near the bottom of the flask the percentage of moisture will be too low.

The thermometer should be graduated in whole degrees from 0 to 200 C., with the graduations etched on a stem having a white background. The diameter of the stem of the thermometer should be nine thirty-seconds of an inch, so that it will fit in the No. 5 rubber stopper. The length of the mercury bulb should be approximately $\frac{3}{4}$ of an inch, not greater than $\frac{13}{16}$ nor less than $\frac{11}{16}$, and the total length of the thermometer should not exceed 13 inches.

In some instances dealers have supplied distillation flasks showing such wide vari-

ations in the dimensions that they were entirely useless. It is therefore recommended by Professor Duvel that in ordering flasks it be definitely stated that they must be in accordance with the specifications given in the latest circular, No. 72, issued Nov. 29. If the dimensions of the flasks are not as specified they should be returned.

In corn in cars it is not uncommon to find differences of several per cent between the moisture content of the layer of corn immediately at the surface and that of the body of grain directly beneath. In an experimental shipment of three lots of corn contained in a single car in which special care was taken to see that each lot was uniform thruout, moisture tests at destination, 15 days after shipment, showed 14.1, 14.3 and 14.1 per cent for corn from the surface, compared with 17.3, 16.9 and 19.2 per cent, respectively, for the sample taken with a grain trier 2 to 3½ ft. below the surface, the latter percentage being practically the same as at the time of shipment.

Strong air currents will contribute an element of inaccuracy, hence the machine should not be exposed to drafts.

By careful experiments covering a wide range of conditions, the Department of Agriculture has worked out the following detailed instructions for testing cereals other than corn, no official method of testing these having been prescribed hitherto:

Barley.—Use 100 grams of grain and 150 cubic centimeters of oil, and extinguish the flame when the thermometer registers 190° C.

Corn.—Use 100 grams of grain and 150 cubic centimeters of oil, and extinguish the flame when the thermometer registers 190° C. This method, however, can not be used with the pop corns.

Corn cobs.—Use 50 grams of cob cut in pieces that can be easily removed from the flask and 250 cubic centimeters of oil, and extinguish the flame when the thermometer registers 190° C.

Cottonseed.—Use 50 grams of seed and 150 cubic centimeters of oil, and extinguish the flame when the thermometer registers 190° C.

Flaxseed.—Use 100 grams of seed and 150 cubic centimeters of oil, and extinguish the flame when the thermometer registers 175° C.

Kafir.—Use 100 grams of grain and 150 cubic centimeters of oil, and extinguish the flame when the thermometer registers 190° C.

Oats.—Use 50 grams of grain and 150 cubic centimeters of oil, and extinguish the flame when the thermometer registers 195° C. In oats that are light and chaffy special care should be taken to insure the thorough mixing of the oil and grain and to heat with a slower flame in order to reduce the foaming to a minimum. In extreme cases it may be necessary to add an extra 50 cubic centimeters of oil.

Rice (unhulled).—Use 100 grams of grain and 150 cubic centimeters of oil, and extinguish the flame when the thermometer registers 190° C.

Rye.—Use 100 grams of grain and 150 cubic centimeters of oil, and extinguish the flame when the thermometer registers 175° C.

Soy bean.—Use 100 grams of beans and 150 cubic centimeters of oil, and extinguish the flame when the thermometer registers 170° C.

Wheat.—Use 100 grams of grain and 150 cubic centimeters of oil, and extinguish the flame when the thermometer registers 180° C.

The Council of North American Grain Exchanges will hold its next annual meeting at Chicago Feb. 6.

The official report of the French government places the yield of oats at 377,000,000 bus. and that of barley at 44,000,000 bus. as compared with 411,550,000 bus. of oats and 47,500,000 bus. of barley raised last year.

Oldest Traveling Grain Salesman in New England.

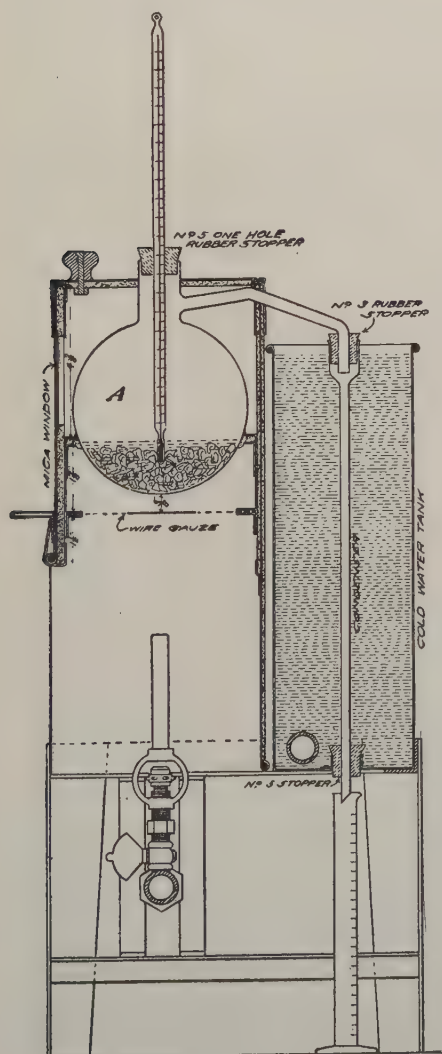
To Henry C. Rolfe of Boston, Mass., belongs the proud distinction of being the oldest traveling man in the grain trade of New England.

Mr. Rolfe has passed the traditional three score and ten by a margin of 13 years, for he was born Feb. 15, 1828, at Great Valley, N. Y. The 43 years of his connection with the grain trade number more than the entire span of life of many dealers, yet he feels so hale and hearty that, Providence willing, he expects to round out his 85th year still in the field as traveling representative of Noyes & Colby.

New York is now a settled state, but early in the last century when Mr. Rolfe's father went there to erect a sawmill to merchant the primeval forests he would sit on the doorstep in the evening and play on a boat-horn, to which the wolves in the surrounding woods would howl a chorus.

Mr. Rolfe was a farmer's boy in New Hampshire for three years, and was attending school in Lowell when Mr. Morse put his telegraf in operation. A few years he spent in the baking business and in the Lowell Mills. In 1847, having saved a little money, he was enabled to gratify his longing to enter school at New Hampton, N. H. Later he was for 15 years a teacher, the last half of the time in the Dorchester district, now Boston. Married in 1856, Mr. and Mrs. Rolfe have 2 sons, a daughter and 4 grandchildren.

Mr. Rolfe has been traveling so many years he does not recall the number; but his present connection with Noyes & Colby dates back 15 years. His residence is at Concord, and since his travels are in the vicinity of Boston he is enabled to get home, nearly every night. His cordial handshake and cheerful demeanor make Mr. Rolfe a welcome caller at all the grain offices in eastern Massachusetts. A portrait, taken as he is about to start on one of his trips, is reproduced herewith.



Correct Position of Thermometer In Moisture Testing Flask.



Henry C. Rolfe, Boston, Mass.

New Building of Kansas City Board of Trade.

Occupying a commanding position on the Missouri River and with Kansas, the greatest wheat state in the Union, included in its tributary territory, Kansas City continues to maintain its prestige as a leading primary and terminal market for grain.

The splendid growth of the Kansas City grain market during the past decade inspired newer western cities to establish themselves on the grain map, some of them in the hope of sharing the grain business of the Southwest; but without detracting from the volume of trade centered here, these markets have succeeded in creating a new business of their own, indirectly to the advantage of Kansas City.

Keeping in the front line of progress the grain merchants of the city have now decided to erect a new home for their Exchange on the liberal scale illustrated in the engravings herewith. Seventeen stories high, this building will be absolutely fireproof, with a trading floor 218 feet above the dust and dirt of the sidewalk. The building will be conspicuous for its high and individuality of construction, and will be commensurate with the magnitude of the growth of the great and growing southwest.

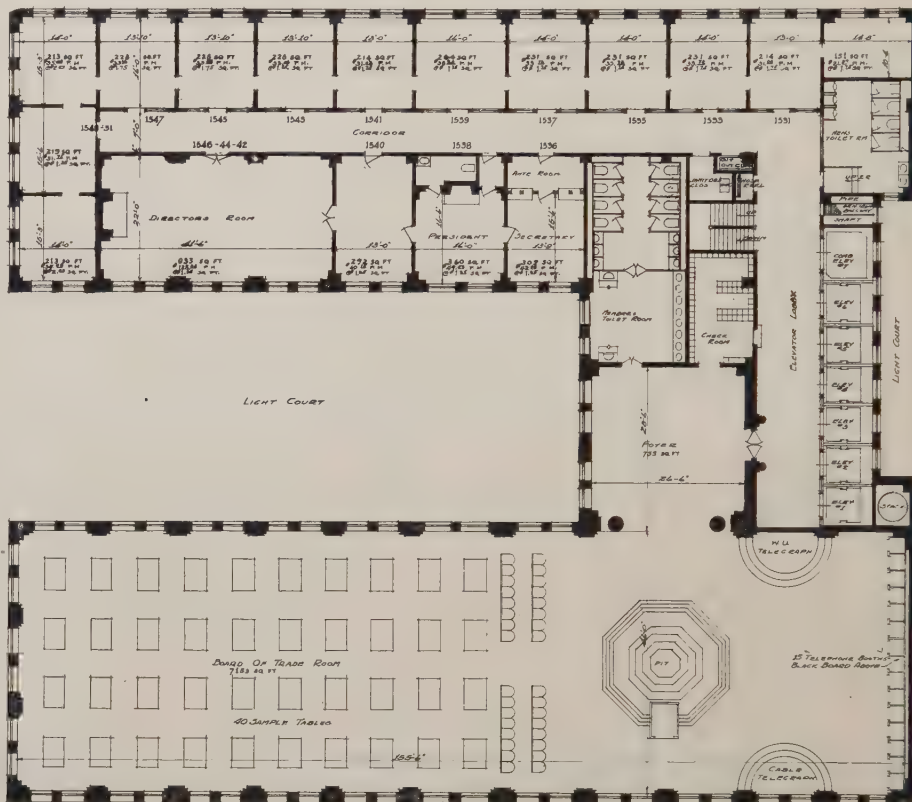
In the 15th story will be the trading floor shown in plan herewith, 155 ft. by 46 ft., and 22 ft. high, giving ample room for both telegraf companies, 15 telephone booths and 44 grain sample tables. The trading floor space is 7,153 ft.; compared with 5,000 ft. in the present hall. The pit and the entire trading floor will be artificially ventilated by a duplicated plant. Over the top of the telephone booths will be a black-board 46 ft. long. The trading floor will be provided with the desirable north light, with windows along the entire north exposure of the building, 158 ft. The drawing reproduced in the engrav-

ing herewith depicts the scene at the pit end of the trading floor, showing the handsome ceiling and large windows.

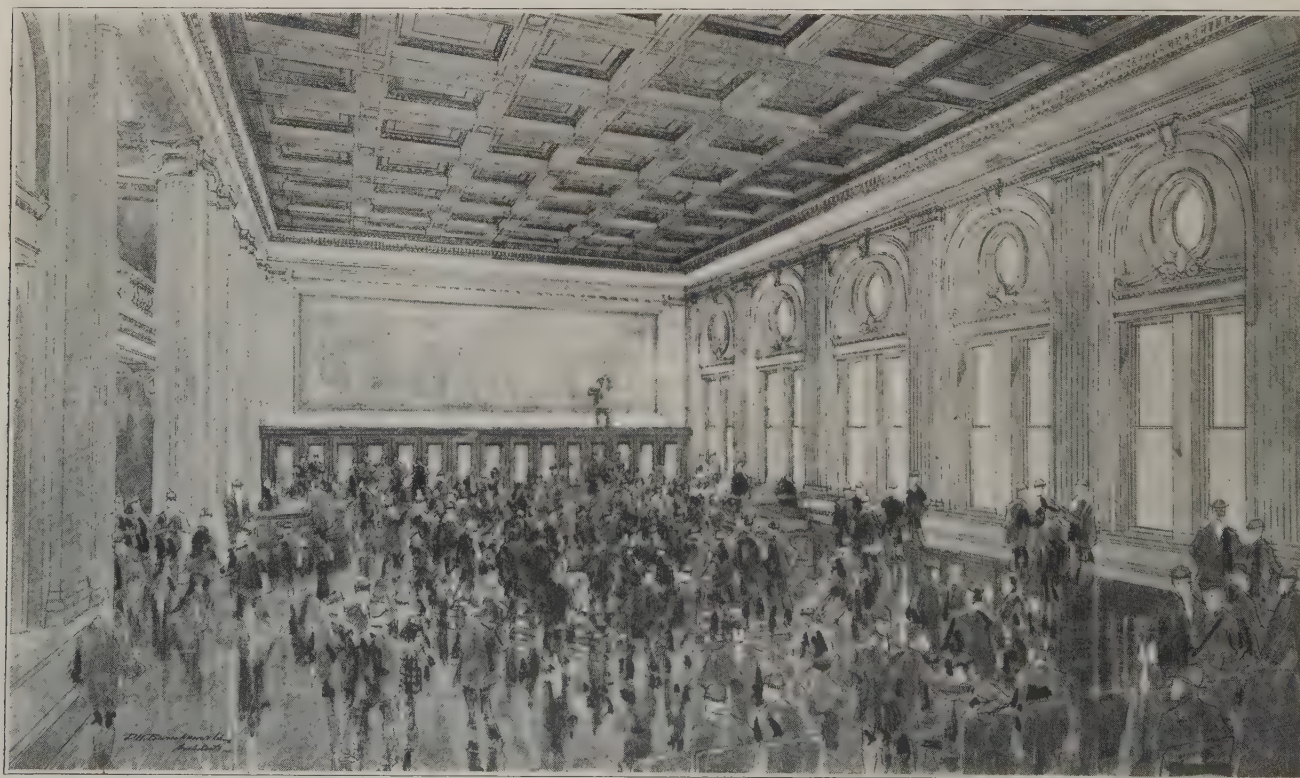
On the opposite side of the 40x97 ft. light court will be the office wing of the trading floor story, containing large room for directors, secretary's office, president's room and committee room, occupying 1,894 square ft., against 982 sq. ft. in the present building. The financing is such that for \$1 a year the

Board of Trade receives 16,955 sq. ft. of floor area.

The site of the new building, 158x198 ft., is at the most accessible point in the city, on Baltimore avenue. Its interior woodwork to be exclusively of mahogany, with halls of marble, the modern standard of construction being adopted thruout. The directors and building committee of the Board of Trade will have absolute control and regulation of the



Floor Plan of 15th Story, Trading Hall and Administrative Offices.



Sketch of Scene on Trading Floor of the Proposed new Building of the Kansas City Board of Trade.

entire building, which will be known as the Board of Trade building and which will be erected by a corporation known as the Grain Exchange Building Co.

This magnificent structure was designed by D. H. Burnham & Co., and the negotiations on behalf of the Board of Trade were conducted by the building committee, H. J. Dittenbaugh, chairman.

C. B. Pierce, of Bartlett Frazier Co., Chicago, said he could see no justice in an ex-lake rate which exceeded the net return on the all rail proportional for the same distance.

The year's yield of grain in Russia is officially given at 524,000,000 bus. of wheat, 44,000,000 of barley, 1,100,000,000 of oats and 76,000,000 of corn, compared with 575,000,000 bus. of wheat, 454,000,000 of barley, 1,207,000,000 of oats and 39,600,000 of corn raised in 1909.

After hearing the officials of telephone and telegraph companies which come under the amended interstate commerce act, on the subjects of franks, tariffs and rebates, Commissioner Knapp announced the officials would be given until Jan. 1 to submit in writing a critical analysis of the law.

Hearing on Ex-Lake Grain Rates.

Evidence showing the discrimination by railroads against grain arriving at Buffalo by lake was heard at Chicago Dec. 14 by Interstate Commerce Commissioner Prouty on the complaint by the Chicago Board of Trade against the eastern lines. In this case the commission has consolidated the separate complaint filed by the New York Produce Exchange, and the Milwaukee Chamber of Commerce appears as an intervenor, having the same interest as Chicago in wiping out the discrimination against lake grain.

W. M. Hopkins, manager of the Transportation Department of the Chicago Board of Trade, had taken up the matter with 5 of the eastern roads on July 3, 1908; and again, on Feb. 16, 1910, held a conference and filed a written statement with the traffic officials of the six leading lines at New York. Having waited a reasonable time for the roads to remove the discrimination the Board of Trade filed the present complaint with the Commission, together with a complete schedule of comparative rates for

many years back, prepared by Mr. Hopkins.

The hearing began with a statement of the specific complaint of the Board of Trade by Attorney Chester A. Legg, who said, "We complain specifically of the injustice and unreasonableness of the thru lake and rail rates on grain between these points, with relation to the thru grain rates all rail between these points, which unjust discrimination is accomplished in that part of the former applicable east of Buffalo, and known as the at and east of Buffalo or ex-lake rate. The testimony will show that there is no reason in any of the ex-lake rates and that the only consistency in the entire ex-lake adjustment is the success of its framers in keeping the ex-lake rates invariably higher than the proportion of the all rail rate."

W. M. Hopkins, manager of the transportation department of the Board of Trade, testified that the rates east of Chicago are controlled by six eastern systems, the New York Central lines, the Pennsylvania lines, the Erie, the Baltimore & Ohio, the Lehigh Valley and the Lackawanna, and that, in addition to their own rail lines, they control the Erie & Western Transit Co., the Canada Atlantic Transit Co., the Lackawanna Transportation line, the Lehigh Valley Transit Co., the Union Steamboat line, the Rutland Transit Co., the Western Transit Co., and the Mutual Transit Co.

To show that the rates are too high Mr. Hopkins pointed out that the rate to Boston on western wheat transhipped at Buffalo is 5.3 mills per ton mile, compared with 3.6 mills all rail. From Buffalo to New York, on wheat, the comparative rates are 5.3 and 4.4 mills, and on corn, the rates are 4.6 and 4.4 mills. These he compared with lower rates between Omaha and St. Louis and Chicago and Cincinnati, and many other points. The testimony showed that the rates on "ex-lake" grain vary from 2 to 5 cents per 100 pounds higher than the proportional east of Buffalo of the all-rail rate to the same points.

Francis E. LaBau, freight traffic manager of the New York Central lines, declared that the railroads had a right to contrive to get some of the benefits of cheap water transportation as well as the city of Chicago.

T. N. Jarvis, vice-pres. of the Lehigh Valley Railroad denied that a conspiracy existed to drive grain traffic from the lake boats to railroads. He admitted that he did not know why the rates on lake grain from Buffalo to New York should be higher than the rate on grain carried exclusively by rail.

Geo. E. Marcy, pres. of the Armour Grain Co., Chicago: In the case of my own company the fact that we are now unable to ship to the East by lake decreases the efficiency of our elevators because we cannot load as rapidly in rail shipments. We are able to handle only one-fourth as much business in our elevators as we could when we shipped by lake.

B. D. Caldwell, vice-pres. of the Lackawanna Railroad: The ex-lake rate from Buffalo to New York is a local rate and has no relation to any thru rate proportional and never has had. The conditions of a thru rail movement from Chicago to New York are so different from the ex-lake proposition that there would be hopeless confusion if you attempted to make one the test of the other.

The hearing will be resumed Jan. 30, at New York.



Facades of Proposed New Board of Trade Building at Kansas City, Mo.

A Substantial Missouri Plant.

John N. McNees of Hughesville, Mo., is one of the enterprising dealers of his state who believes in providing facilities for the transaction of business with dispatch, for the handling of commodities at low cost and the accommodation of patrons.

"Have a Drink with Me" is the standing invitation extended by Mr. McNees to farmers who have driven a long way to market, their jaded teams being only too eager to slack their thirst at the water trough on which this sign is painted, as shown in the engraving herewith. The water is pumped from a well 230 ft. deep, by a windmill.

All of the six buildings composing Mr. McNees' plant are new and have recently been painted. One of the warehouses is used for flour and feed, one for cotton and linseed products, one for salt, one for coal and one for general use in handling loose or sacked commodities. His shipments are made over the Missouri Pacific, Hughesville being about 10 miles north of Sedalia.

The grain elevator is 26x26 ft., having three bins over driveway, and 4 bins the entire depth of building with 2 bins over the cleaner. The building is of studded construction, having double walls of ship-lap and drop siding, and 7/8-in. stay rods thruout. The office is 12x14 ft., with bay window containing the beam of the ball bearing 4-ton Howe Wagon Scale. The engine room, 10x12 ft., and the office are annexed to the elevator.

Cement concrete is employed for the foundations of the elevator, office and engine room, the walls of the latter being of cement for 2 ft. up. The gasoline tank is buried in cement, 25 ft. from the building, with door on top full size of opening. Ventilators on north and south sides of building air out the basement and can be closed at night. The galvanized iron hoods over windows in cupola permit leaving windows down from top in any kind of weather, ventilating top of building.

The equipment includes one leg of 600 bus. per hour capacity, one No. 34 Barnard & Leas Cleaner, 500-bu. ball bearing Hopper Scale, 8-h.p. horizontal gasoline engine and a self-locking dump.

Wheat can be run from any bin in the house direct to the leg, which is very convenient in mixing, to the cleaner bin, or direct to hopper scale. A car of 60,000 lbs. can be loaded out in 2 hours, of which 1½ hours are consumed in elevating to hopper scale from which the grain goes direct into car. Cars can be unloaded from the track direct into the

elevator. From wagons 5,000 bus. of wheat, oats or shelled corn can be unloaded in 10 hours. The power is controlled by a lever in the driveway shifting the belt to loose pulley.

Lightning protection is afforded by rods and electric conductor to the ground. The elevator was erected by G. H. Birchard.

A 1950 View of the Grain Trade in 1908.

BY A. F. FILES.

Once upon a time, probably not so far back as the days of the Cave Dwellers, there existed, in the Social Economy of the Nation, a class of men who sought to care for present necessities, and to provide a competence for advanced years, by the buying and selling of certain products of the soil, known under the generic name of Grain, and specifically classed as Wheat, Corn and Oats. Very rare now-a-days, so seldom seen in fact, that specimens, good, bad or indifferent, are eagerly sought, but only purchasable at fabulous prices. Most of these specimens are owned, and clung to tenaciously, by a class of aristocrats that has come into prominence in recent years, known as farmers. So powerful has this section of society become, that no Senator or Representative in the National Congress has nerve to raise his voice for the repeal of an import duty on these articles of farm produce, as unfair as it is uncalled for.

But to revert to the grain dealers, for such was the class name for those who trafficked in grain at the time referred to, their business attracted a not inconsiderable following of bright intelligent men, who like Joseph of Egyptian fame, built granaries and warehouses, which, however, they called elevators. Many of these houses are standing to this day, most of the owners probably being too negligent to tear them down and use the ground for gardening or other profitable purposes.

At most of these elevators was a building known as the engine room, where power was generated, and applied to running the machinery of the main plant. The predominant power was the steam engine, which could be depended upon to do the right thing at all times, without regard to age, color or previous condition of servitude. Occasionally might be found a gas engine, a mechanical contrivance that embodied all the cussedness of the balky mule without the compensation of a tail to twist or a back to larrup, which could go like thunder or

stop like thunder, with equal complacency, and which to the shop expert was choicest tenderloin at 40c a pound.

In the basement could usually be found a curious machine, not unlike a giant coffee grinder on its side, which was used to rub or break the kernels of corn from the cob on which they grew. It also served to crush rock, and other materials of like heavy nature that might inadvertently have gotten in with the corn or been put there to increase the weight. At the top of the elevator was a large box-like machine which was used to separate the profit from the corn and wheat, which profit, in the shape of obnoxious seeds and dirt, was carefully preserved, and according to its nature, mixed out and sold with oats, or with the addition of small gravel and pounded oyster shells, sold for chicken feed at \$45.00 per ton.

Sometimes in cases of extreme prosperity, these elevators were equipped with huge steelyards, or scales, capable of weighing at one time two hundred or three hundred bushels of grain, for, remarkable as it may seem, the accumulation of a whole car load of grain at one time was not an infrequent occurrence. Evidences of all these things just related may be seen by anyone who has the fortitude to penetrate the dust and cobwebs of one of these unused buildings, and having done so myself, I must say it is an interesting study of a lost art.

In those halcyon days of the traffic in grain, the High Mogul of the elevator sat in his office weighing grain for the farmer, and writing checks in payment therefor, discussing politics, and the weather, and crops and the markets. In the earlier days, conditions were such that markets might be discussed with at least a small show of intelligence, but toward the decadence of the period described, the conversation usually took a turn something like this—

Farmer—Mighty dry weather, Charlie! can't plant with the ground all clods like this. Corn ought to be gittin' higher. What ye payin' today?

Elevator Owner—Forty cents. Want to sell?

Farmer—No sree! By Hoky! I won't sell till it gits to fifty-five. This corn is goin' clear out of sight.

Elevator Owner—Better sell. It rained one seventy-sixth of an inch at Big Booze, Tex., yesterday, and Hittem put corn down a cent on the strength of good growing weather all over the Southwest.

Farmer—Hittem put it down, did he? By ginger, they ought to pass a law to hang Hittem. He's a robber—I'll send a resolution to Mick Umber to wunst.

OR AS FOLLOWS—

Farmer—Hello Jim! What ye payin' for Wheat?

Elevator Owner—Ninty-two. Got any to sell?

Farmer—Ninty-two; say, that is two cents more than yesterday.

Elevator Owner—Yes, Hittem says there is a big shortage and wheat's bound to hit the half or more. All the news was bullish yesterday. Argentine only shipped 1,704,325 bus. against 1,704,532 bus. a year ago. Snow was reported on Pikes Peak, and 120 in the shade in Death Valley—the Rajpoot of Lignum Vitea declared war on the Ji Higger of Gin Swigga, and Count Goferswhiski reports Hessian Fly in the fields of Krakow, tho what a respectable Hessian Fly would be doing in Russia is more than I can understand. Jinglis wired that seven green bugs,



Elevator, Office, Warehouse and Treating Trough of John McNees at Hughesville, Mo.

from Tobe 'Adams' farm in Oklahoma, had been seen crossing the Arkansas River into Finney County, Kansas, carrying canteens over their shoulders on account of a dry condition prevailing in Kansas. Arbaham Martin, a farmer from Brown County, Indiana, reports that half of Ez Pash's wheat field slid down hill after a rain and the condition in Indiana may be placed at 50. The Reservoir at Celina, full of water and fishing fine—condition in Ohio, 53.8. Kentucky dry all but five counties—condition too low to figure.

Farmer—Hold on there Jim, don't enumerate no more of the blessings that are being heaped on us that have wheat on hand. And, say, Jim, my new wheat never looked better. I hope the Hessian flies keep after Slobbersliski and all the green bugs from Oklahoma and Bad Man's Land, move to Kansas quick before the wheat gits too tough for them to chew.

Occasionally would come a bunch of hogs to be weighed for shipment. Almost every station had one or more men engaged in this buying of hogs—poor deluded beings, laboring under the hallucination that they were actually engaged in business.

Some of these elevator owners became very opulent, even to the extent of owning a horse and buggy, and at times another horse, which might be used for trading purposes. But for light on these side lines I refer you to my excellent works entitled "The Diversion of an Elevator Man," the "Horse trade as a Means of Amusement and Profit," "How to Handle Fertilizer and Maintain the Respect of One's Family and Friends," and "How to Ship Hay and Come Out Even."

Fotografats of Customers.

BY BERT BALL.

One of the grain commission men of the St. Louis Merchants Exchange has a clever scheme. He requires his traveling men to carry a camera and to send a picture of each man he calls upon, and also a picture of the plant. These pictures are filed under a card system, and he makes it a rule whenever he is writing a letter to a man whom he has never seen, to get out the photograph, place it on the desk in front of him, and dictate his letter to it personally.

As he remarked to me: "Now look here at this fellow. You know he is a fine old chap. And look here; you know this fellow is Mut. When a man makes mistakes and looks like this fellow, you can see how it is and make due allowance but you couldn't think of writing to this fine old face anything but a kindly letter."

Why Elevators Burst or Collapse, and the Remedy.

BY J. F. YOUNGLOVE.

Some ten years ago an elevator at Kanawha, Ia., on the branch of the Iowa Central Railroad was completely wrecked. A fotograf and partial explanation was published in the Grain Dealers Journal at the time. The foundation of this building consisted of a rubble stone wall 24" wide, and 1' thick all around same. For center bearings four piers of the same stone, 30"x30" 18" high were provided. The wall sills were 6x8, main sills 6x8, made of 2x6 spiked together; posts 6x6. The building simply went thru the foundation, slid one way, striking the ground and bursting. It was about full of grain of all kinds, 15,000 bu. mixed and scattered with lumber and wrecked for a block. The engine was underneath the elevator and reduced to scrap.

The building was erected by a Mason City house carpenter. This was the first elevator he ever saw, and he put in exactly the same foundation and timbers he would for a two story house or a barn. His PRICE got him the contract.

At a point in Illinois, the next year, an elevator went to smash—this time it was one erected by an elevator contractor, a new idea for him—bins over driveway. Cause of collapse, light foundation under that part supported by posts, no provision for telescoping of posts to conform to the settling of cribbing. This put the builder out of business, and very seriously damaged the owner financially. Note reports of bursting elevators in every issue of the Grain Dealers Journal at this time of the year.

It is a fact the majority of elevator owners cannot determine, by plans submitted, the good substantial, safe work from the worthless. Specifications are the same, some are long drawn out (a lot of talk) nothing said, and would confuse

most good builders—to the owner it is Greek. About the only recourse for the owner is *price*. The profit in this trade is not so great there can be much variation in price at this, or a certain point, therefore, the difference must be in the manner of building erected.

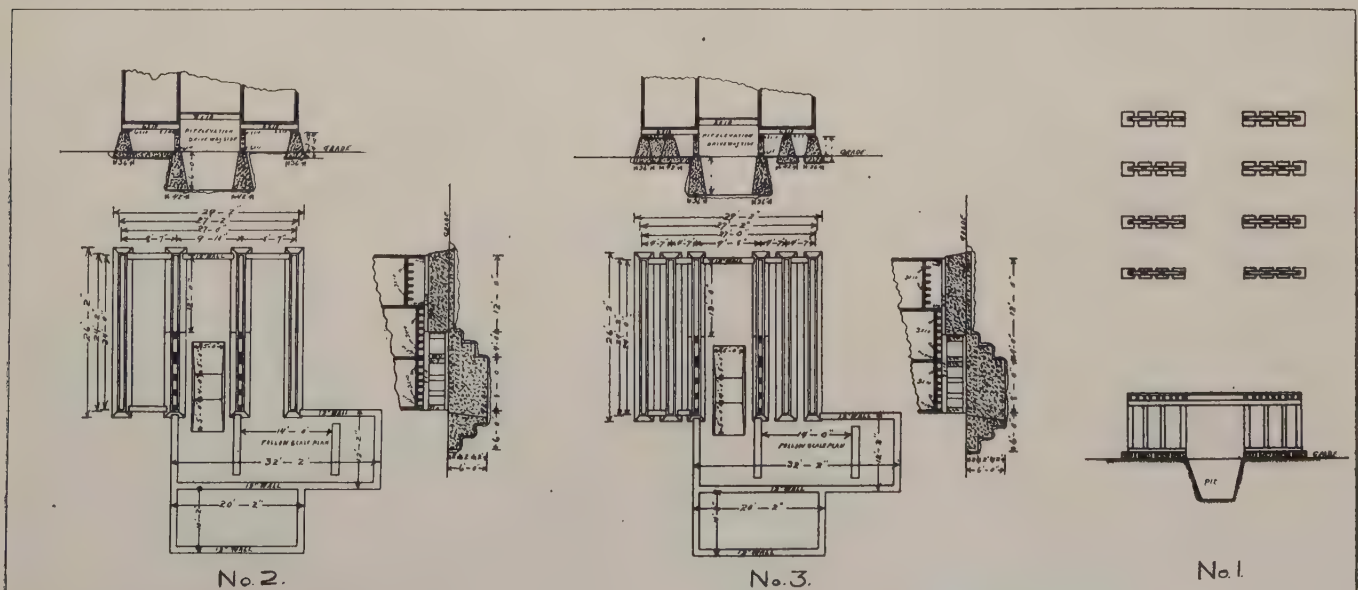
The owner can tell you the capacity and equipment wanted, so there can be no variation there, the grades of material can be "skinned," which would reduce the cost some. Some builders will advise the owners the cribbing is all rotten, but the same as all contractors use, and prepare him, in a measure, for the no grade quality he buys at \$2.50 to \$5.00 per thousand less than the grade specified will actually cost.

I submit herewith a sketch of foundation plans that are being used today by some, marked No. 1. This footing is either native stone or concrete blox, and may carry the weight for a short time, or until the mud sills rot away on account of being so near the ground, or blox settle until they rest on the ground. There is no protection whatever for the pit, and as footings are placed on edge of this hole, the rats digging and caving, it is only a short time until there are no supports at all in the center. This may do on hard baked or flinty soil, but on spongy ground it would hardly sustain the empty building.

Note plan No. 2. This is a good foundation, if the span is not too great, protecting the pit by wall starting from the bottom of same, and of *good width*, carried up at sufficient height to protect wood work. The concrete walls are continuous under dump, engine room and office. This wall, however, will not do on spongy or soft ground, such as found in a great many parts of Iowa. At such locations plan No. 3 should be used. Experience and practical engineering has shown it is none too great.

Now, the difference in cost of plan No. 1 and No. 2 will be \$150.00 to \$350.00, depending upon the size of elevator, and to add the extra wall, \$75.00 to \$125.00.

There is a way to gain protection from loss along this line; select a builder who has a reputation for doing GOOD work to furnish plans that are RIGHT; purchase the plans and specifications outright, and have each contractor bid on the plant planned. If any dispute arises in regard to quality of materials or other



No. 1, Defective Foundation. No. 2, Improved Foundation. No. 3, Foundation for Soft Ground.

points; it can be settled by party furnishing plans. No doubt if this method was adopted by owners, some one who is in the contracting business would be glad to put all their experience into this, and eliminate the contracting altogether.

WHY shouldn't the elevator owner protect himself by having his plans and specifications drawn up by an experienced architect, the same as owners of other structures do?

Exports of Breadstuffs.

Exports of breadstuffs for the 11 months prior to Dec. 1, included 6,814,304 bus. of barley, 32,163,626 of corn, 1,795,441 of oats, 17,247 of rye, 19,264,880 of wheat and 7,311,960 bbls. of wheat flour; compared with 4,086,542 bus. of barley, 28,944,999 of corn, 1,135,447 of oats, 366,617 of rye, 43,183,948 of wheat and 8,440,705 bbls. of wheat flour during the corresponding period of 1909.

The total value of breadstuffs exported during the 11 months prior to Dec. 1, amounted to \$83,972,992, compared with \$114,719,705 worth in the corresponding period of 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

Shippers Weight Certificates.

The grain trade has suffered so much in the past from lack of careful formal methods on the part of country shippers in notifying consignee of grain forwarded that it is indeed gratifying to recognize the growing tendency on the part of western shippers to send formal notice to receivers of shipments made.

Some are going further and sending formal printed certificates of weights with full particulars direct to consignee on day of shipment. This gives the receiver reliable information as to what he may expect in the form of receipts and oftentimes will enable a commission merchant to sell the grain to better advantage. When every grain shipper takes to sending his receiver advance information regarding his shipments, the business will be handled much more to the satisfaction of both receiver and shipper.

Herewith we reproduce a certificate of weight used by a Nebraska shipper who loads out over an automatic scale. The only suggestion that could be offered in this connection is that duplicating certificates be used so that shippers will have accurate copies of every certificate sent out.

Essentials of a Good Agent.

Talking to an auditor of an elevator line house who has had years of experience in handling men. Answering our question as to what constitutes a good agent from the viewpoint of running an elevator, he mentioned good judgment in sizing up the value of a sample or batch of grain that is brot to him. A man of ability ought to be able to see at a glance whether there is a profit or loss in the grain that is offered. There is where the value of an agent comes in. We don't want him to let any business get away from him and yet we cannot afford to stand for his errors in judgment.

Some men have this ability as a natural gift. They are quick of perception and are able to calculate by a process of mental arithmetic where others are obliged to be more deliberate and resort to pencil. But whether the bent is natural or acquired, it is something of first importance in a grain buyer. If the talent to judge promptly and accurately of grain has to be acquired, all the more reason the agent should apply himself to secure the information that will finally make him an expert if he persists. The ability to size up correctly the grades and values of grain might be almost called another sense in which all the other senses are employed in arriving at a conclusion.

This man of experience further said where agents fall down largely is in failing to keep in close touch with the home office, and in failing to post up every day on the changes in values from the literature sent him and instructions from the office. Also in failing to send in samples of grain on which to receive postings as to values. Especially is this true of the beginning of any new crop as every new crop is an entirely different proposition from the preceding crop, and has to be studied on the merits of the conditions existing now and not of last season. So that to get at values at terminals is of prime importance.

Another very important requisite in an agent is the prompt answering of correspondence, no matter how trivial it seems to him. When the office asks for information they want it promptly and fully, but alas, the average agent is dilatory in answering correspondence.

The agent should always be around the place of business, no matter whether any business or not. It is very important to the success of the concern he represents. Customers may want to see him or ask for information. If they go to a man's place of business once or twice and do not find him, they soon tire of waiting for

him and so where they know the man will be on hand.

Another manager of a coal department of a large line elevator concern thot an agent handling grain and coal was handicapped, as the coal business is handled altogether different by grain dealers than the agent, for instance, who handles lumber and coal. The average grain buyer is not a salesman. His education all lies along the line of buying, and when he comes to take the other side, that of a seller to his customers, he is inclined to be easy and make a poor sale, either as to price or in the collection, for a transaction is not completed until the collection is made. The grain buyer allows the possibility of letting a man's grain outweigh the matter of selling him his supplies of coal. If a farmer starts an open account for coal and anything goes wrong during the transaction the buyer of grain is always fearful the farmer will become miffed and take his grain somewhere else.

He was not willing to admit that this need necessarily be so, but the agents that will hold up strong on both the buying and selling are the exception. "We have a few agents who seem to be remarkably good ones in bringing out a station in weights and getting prices, but we have others that are just as good in the grain business but who bring their coal out miserably bad."

"On the whole, however, taking one year with another, we come out very well. I don't suppose we lose over \$500 a year. We keep after the agents everlastingly, hammering them from start to finish. We used to think it would work to our disadvantage if we got after delinquents hard enough to get our money, but I don't see as it does. We run across an occasional customer who keeps away from us because he owes us a coal bill, but the cases are rare."

"We handle our coal in an entirely separate department from our grain, and we know at the end of the season what coal has done. We make coal stand for all extra labor. Agents' salary goes into general expense. The main point in running a coal department is not so much to charge up the exact expense, but to see that some one in the general office is held responsible for the details at each station in the handling of coal. Also in the buying. Keep stocks up, look after shortages in coal as it arrives. We give our men some little leeway in the matter of shortages. If they come within one or two per cent we say nothing. On lignite

CERTIFICATE OF WEIGHTS

No. _____

Dorchester Farmers Co-Operative Grain & Live Stock Co.

Dorchester, Nebr., _____ 191 _____

Consigned _____ or Sale _____

Gentlemen: We have shipped to you Car No. _____ Initial _____ Weights (_____)

Price _____ Draft _____ Remarks _____

This is to certify that this car was weighed by H. F. Wickenkamp, and that said net weights as shown on the above margin were taken from a Richardson Automatic Scale, and that said net weights are correct.

By _____ Weighmaster.

as high as 25 per cent is allowed. Beyond that we expect them to hold out."—*The Coal Dealer.*

Contracts with Farmers.

BY UNCLE PEDRO.

Many of us have had our interesting experience in contracting grain from farmers, and tho often a source of grief we have to make these contracts.

When asked to sign a contract some farmers declare their word is sufficient. Some farmers are so timid about making a written contract they go to another buyer who will pat the brokenhearted farmer on the back and say, "Come to me."

Even written contracts are not any too good. I remember well a young farmer coming to me and wanting some money on his corn. He was picking corn and wanted money to keep his help working, and said that when thru with picking he would shell and pay up all. I realized that he was just over the edge in another dealer's territory and by accommodating him I could get his corn. I let him have \$75, and wrote a contract covering 750 bus. of corn to be delivered by a certain date, which was 4 or 5 weeks off. The contract specified that he was to take regular market price for the corn when he brot it in. In a couple of weeks he came in and wanted to repeat the dose as before. I knew he had a big farm under his control, so I let him have another \$75. In about another week he came in and said he could buy a neighbor's corn and make some money out of it, and if I would advance him \$250 he would contract me 2,500 bus. I knew this other neighbor and considered it all right, but I made the last contract shorter time and all to come due about the same time. The time went on and they all came due and no corn came. I urged the fellow to get in the corn. He promised and brot a load or two within a few weeks.

Finally I went out to the farm and saw the corn piled on the ground, about \$500 worth, and not near enough to fill 4,000 bus. of contracts. I also learned that he spent most of his time loafing about another town and that he had sold under a similar contract 1,000 bus. to another

dealer at another place. This got my ire right up, and I took legal advice as how to get that corn, at least enough to pay my advances. The attorney got hold of the fellow the next day and got him to sign an order for me to go and take the corn to satisfy my debts, but at the same time he discovered the corn was mortgaged for all it was worth, and that it was a case of first come first served. I immediately engaged all the teams I could and we went after that corn the next morning bright and early, and by the middle of the afternoon we cleaned the platter. The mortgagee found it out just too late and we had the goods. We got enough corn to clear all our debts and pay the expenses of hauling and by high bluff we turned enough over to the other dealer who was caught to clear him on his advances also.

Suppose that fellow had forbidden us hauling the corn, declaring he would haul it or that the party having the mortgage had discovered our plan and stopped us, we would have been holding the sack. We could have had the fellow convicted of fraud, but that would not have returned the money. As it was, the mortgagee had to accept in settlement a claim on some horses.

We need a clause inserted in the contracts giving us specific authority to go to the place and take the grain without legal suit, when not delivered as per contract. Some will say "Sue them for damages or fulfillment of contract." The dealer can sue until he is tired, as a judgment against many of the farmers is not worth the paper it is written on.

Imports and Exports of Beans.

Beans and dried peas amounting to 615,309 bus. were imported in the nine months prior to Oct. 1, compared with 2,822,055 bus. imported in the first nine months of last year.

During the nine months we exported 224,377 bus. of beans of domestic and 18,715 bus. of foreign origin, against 215,186 bus. of domestic and 42,228 bus. of foreign origin during the corresponding period of 1909, as reported by O. P. Austin, chief of Bureau of Statistics.

Lloyd's New Elevator at Washington C. H., Ohio.

The state of Ohio is so completely covered with a network of steam railroads and electric lines that the territory of the grain dealer has been cut up into small sections, so that many of them are taking on other lines of business like coal, lumber, tile and cement to make up for the loss of grain business. Some of the more progressive dealers are overcoming the competition of nearby points by installing first class facilities for handling and improving all kinds of grain and thereby realizing a profit where the man with poor facilities is unable to come out even.

One of the best equipped elevators recently completed in the state is that of the Lloyd Grain & Elevator Co. at Washington C. H., a view of which is reproduced herewith. The elevator which has storage room for 25,000 bus. is a crib structure with a heavy concrete foundation. The main building is 40 x 36 feet, 90 feet high. Six of its seven large bins have storage room for 3,500 bus. each.

In the driveway are two modern dumps lined with a heavy concrete facing. Each of the three elevator legs is equipped with 14x7-inch cups. The cleaning department is equipped with a Sidney Sheller and Cleaner, a Monitor Combined Cleaner, a Smith Manlift, Clark's Power Shovel for receiving grain from cars, and a Hess Perfection Grain Drier so that all corn may be placed in perfect marketable condition before being shipped.

The wagon scale beam in the office is equipped with a recording beam. Each shipment of grain is weighed on a 500 bus. hopper scale in cupola and on a hundred ton track scale after it is loaded into the car.

The engine room has a heavy concrete foundation and is equipped with 100 h. p. steam engine and 125 h. p. boiler. The elevator and warehouse are covered with iron siding.

The office, which adjoins the elevator, is 24 feet square and divided into two rooms, one being used as Mr. Lloyd's private office and the outer office contains a Hess Moisture Tester and wagon scale beam. It is easy to understand that Mr. Lloyd not only proposes to place all his grain in prime condition before shipment, but he also proposes to know exactly how much grain goes into every car. There will be no guessing about it, he will know.

"Now, Johnny," said the teacher, "if your father sold 120 bushels of wheat, the dealer's price being \$1.04 a bushel, how much would he get for the entire lot?" "Nobody couldn't tell," answered the farmer's favorite son, "Pa's a wonder when it comes to workin' up those grain buyers."

A change is proposed in the German duty on corn that promises to affect adversely the American trade in hominy feed. An effort is being made to have the duty reduced from 30 to 13 marks per 1,000 kilos. The high price of meat is responsible for this, and a reduction of the duty on corn is expected to stimulate the raising of cattle and hogs. Stock feeders took the initiative, millers supported them, and the matter has been presented to the treasury Dept. This reduction of duty would put corn on a parity with barley for feeding. Hominy feed now pays no duty.



C. E. Lloyd's 25,000-bu. Elevator at Washington C. H., O.

The directors of the Board of Trade on Dec. 2, accepted a resolution advising all members that the purchase of an indemnity without the existence of an insurable interest will subject the member to punishment as provided in the indemnity rule.

Friends of Geo. F. Stone have arranged to hold a banquet in his honor Jan. 5 at the Blackstone hotel. The committee in charge consists of R. G. Chandler, J. J. Stream, G. A. Seaverns, Walter Fitch and James Pettit. Mr. Stone has been sec'y of the Board of Trade since July 1, 1884.

A. Stamford White has signified his unwillingness to seek re-election as pres. of the Board of Trade. It is generally conceded that J. C. F. Merrill, of Merrill & Lyon, will be the next pres., as Mr. Merrill is now 1st vice-pres. and in direct line for the presidency. Frank M. Bunch will succeed Mr. Merrill and Ed Andrew, for 6 years a director, is prominently mentioned for Mr. Bunch's place.

C. A. Leeper has been elected pres. of the Kookt Ote Co.; vice-pres., E. F. Ladd, treas. and Geo. R. Walker, secy. J. F. Hollingworth, who is sec'y and gen. mgr. of the Price Cereal Products Co., Chicago, is a director. The company will place a new breakfast food on the market under the trade name of Kookt Ote, which consists of cooked rolled oats ready to serve. Toasted corn flakes will also be manufactured by it. The plant is at Lockport, Ill., with a capacity of approximately 2,000 cases per day.

O. W. Clapp, who was one of the most outspoken opponents of the committee plan for a new Board of Trade bldg., came out Dec. 21 with an entirely new scheme for a combined exchange and office building 260 ft. high, and costing \$2,500,000. The estimated annual rent, the Board having free quarters, is \$609,431, which after paying interest on old and new debts, taxes and other expenses, will permit the reduction of annual dues one-half and leave \$224,571 annually for reduction of debt, and contingencies.

The proposition to increase the commission rates on grain was defeated Dec. 14, notwithstanding a well-directed fight in its behalf, by the overwhelming vote of 618 to 341. The various houses called in their members from other cities and these together with the local brokers, made the pit look more like a political convention than a trading floor. Among the firms working for the increase were: The Armour Grain Co., Finley, Barrell & Co., Fitch & Co., Clement, Curtis & Co., Logan & Bryan and Hulburd, Warren & Chandler. The opposition was headed by Bartlett, Frazier & Co., Lamson Bros. & Co., A. J. White & Co., Harris, Winthrop & Co., and E. W. Wagner & Co.

Receipts of hay have been very liberal in this market in the past ten days, and they keep increasing every day. The buyers are not taking hold as freely as they should. This naturally causes an accumulation a little faster than the hay moves off. This is not an unusual occurrence, as we anticipate just such conditions every year at this time. However, the slump in the market did not take place as early in the month as we expected. Prices naturally are lower than they have been, and we expect a further decline, and although our prices obtainable today for hay are very high in comparison to other feed stuffs, we cannot encourage shipments from those who look for the high prices which prevailed 3 or 4 weeks ago.—W. R. Mumford & Co.

J. P. Griffin & Co., have engaged the services of the following traveling representatives: R. G. Freymark, who formerly traveled for the Marfield-Tearse Co. will cover the Northern Illinois territory. C. W. Shields, who formerly traveled for the International Harvester Co. of America, will cover the Central Illinois territory. L. S. Vehon, who will travel in Iowa, was formerly traveling representative for Rosenbaum Bros., is a member of the Board of Trade, and has been connected with the grain business for 16 years.

The members of the Board of Trade on Dec. 19, voted 383 to 56, to amend Sec. 8 of Rule 14 to read as follows: "No firm or corporation shall enjoy members' rates by virtue of a membership in the Chicago Board of Trade in the name of its members, if a firm, or in the name of one of its executive officers, if a corporation, if said member of the Board shall at the same time be a member of a firm, or pres. or sec'y of a corporation, represented in the membership of the clearing house of the Board of Trade. One membership shall only secure members' rates to one firm or one corporation."

Membership in the Chicago Board of Trade has been applied for by Walter Stern, Edward A. Cudahy, James S. Marsh, Eugene R. Pike, Thomas K. Boyd and D. E. S. Mead. Memberships posted for transfer are those of Michael Crowe, Frederick R. Babcock, Michael Cudahy, John A. O'Reilly, Frank S. Daggett and Chas. H. Smith of St. Paul. The board of directors have admitted to membership Herbert Bienenstok, Philip J. Reddy, Chas. S. Castle, Wm. C. Gorman, Howard H. Logan, John W. Douglass and Henry W. Batterman. Memberships on the Chicago Board of Trade are selling at \$2,800 net to the buyer.

Following the complaint of the Western Grain Dealers Ass'n and the recommendation of a committee consisting of Edward Andrew, Hiram N. Sager and Henry M. Rumsey, appointed by Pres. White to investigate, members of the Board of Trade on Dec. 19, voted 357 to 80, to shorten the time in which grain must be transferred or unloaded after the time of sale, so that the 7th paragraph of Sec. 14 of Rule 22 now reads as follows: "All property sold as hereinafter provided for transfer or for cleaning, clipping or mixing at time of transfer, must be transferred or unloaded within fifteen days after delivery to the railroad nominated by the buyer, and be weighed under the supervision of an official weighmaster. On all property not transferred or unloaded within the fifteen days, for any reason whatsoever, the purchaser shall pay 80 per cent of the value of the grain—on demand—for the grain so delayed, based on shipper's weights or based on the capacity of the car; subject, however, to final adjustment based on official weights at Chicago, or as may be otherwise agreed between buyer and seller."

Federal officers under orders from the Department of Justice, Washington, raided the offices of the Capital Investment Co. Dec. 15, and closed what is said to be the last of the big bucket-shops, and the clearing-house for bucket-shoppers over all the country. The concern has taken in \$10,000,000 per year and is alleged to be owned principally by Sidmon McHie. Branch offices of the concern known to the government, but which were not raided are: C. B. Brough, An-

derson, Ind.; William Wolf, Racine, Wis.; H. J. Toher & Co., Davenport, Ia.; John G. Henry, Rockford, Ill.; Hanson, McCrary & Co., Grand Rapids, Mich.; J. H. Hall, Detroit; Ellair Bray & Co., Detroit; W. J. Roberts, Belvidere, Ill.; W. V. Carey & Co., Cincinnati, O.; T. G. Lawlor, Galesburg; G. W. Cowles & Co., Green Bay, Wis.; Laskey Bros., Indianapolis; L. F. Schetter, Indianapolis; W. E. Wall, Kalamazoo; Morris & McCormick, Kokomo, Ind.; A. W. Graham, Lafayette; T. B. Weaver, Lansing, Mich.; H. F. Monroe, Louisville, Ky.; E. B. Duffy, Milwaukee; Milwaukee Commission Co., Milwaukee; Central Commission Co., Monmouth, Ill.; Sutton & Moffit, Muncie, Ind.; H. J. Frenzel, Muscatine, Ia. Sid McHie's first bucket-shop was bot from Abe Lichstern, but after the crusades against bucket-shops several years ago he moved to Hammond, Ind., building on the Calumet river a 100,000-bu. steel eltr. Following the arrests Pres. White of the Board of Trade wired his congratulations to Atty. General Wickersham.

INDIANA.

Terre Haute, Ind.—The Hudnut Co. has filed notice of final dissolution.

Rockport, Ind.—We are installing a new wheat scourer in our eltr.—T. R. Hardy & Co.

Syracuse, Ind.—We will place a dump in our eltr. next spring. A. W. S., mgr. Syracuse Eltr. Co.

Vincennes, Ind.—We will build an addition to our office here.—W. E. Hutton, Agt. Paul Kuhn & Co.

Sullivan, Ind.—We are installing a B. S. Constant Dump and a feed mill in our eltr.—Sullivan Mill & Eltr. Co.

New Albany, Ind.—J. S. McDonald had his leg sprained thru the caving of a cold-air chute in his furnace at home.

Hamlet, Ind.—The Farmers United Grain Co. incorporated by C. O. Harness, J. Coffin and Wm. Hoffer; capital stock, \$7,000.

Lafayette, Ind.—We intend to enlarge our feed department in this city next spring.—W. B. Foresman, auditor Crabbs Reynolds Taylor Co.

Ft. Wayne, Ind.—Meetings of representatives of the largest shipping interests in the city were held Dec. 14 and 21 to organize a traffic club.

Cammack sta., Muncie p. o., Ind.—I have installed a set of 10-ton wagon scales with register beam; customers much pleased.—John Howell.

Merom sta., Merom, p. o., Ind.—We have spent \$6,000 remodeling our eltr. and installing a Western Sheller, Avery Automatic Scale and Constant Manlift and Feeder. The Reliance Const. Co. had the contract.—Allen, Welton Grain Co.

Princeton, Ind.—Milling business is only fair, running half time, dealers waiting until after Jan. 1 before buying. Considerable wheat being carried by country eltrs. at high prices.—H. C. Barr, Pres. The Princeton Mlg. Co.

Garrett, Ind.—The eltr. here, owned by Thomas Carson of Indianapolis, and leased by John Zmyslony, who operated it under the name of the Garrett City Eltr., burned in the afternoon of Dec. 7, with 800 bus. of wheat and other grain; total loss, \$8,000. Mr. Zmyslony's insurance was \$2,600 and Mr. Carson carried some.

INDIANAPOLIS LETTER.

A. C. Gale of Gale Bros. Co., grain and hay dealers of Cincinnati, O., has been admitted to membership in the Indianapolis Board of Trade.

The Pendleton Grain Co., of St. Louis, Mo., has filed suit against Finch & McComb of this city, based on an alleged contract by telegraph to purchase 3,000 bushels of No. 2 red winter wheat at \$1.50, and the alleged failure of the defendants to carry out the contract.

To close the estate, Thomas E. Gaff of Washington, D. C., who with two other men now dead, formerly owned all the stock of the Cerealine Mfg. Co. that has its principal place of business at Columbus, has filed a bill of complaint in the Federal Court at Indianapolis, asking that a receiver be appointed. The company's property was sold to the American Hominy Co. in 1902, with the exception of some real estate worth about \$17,000.

The Indiana Grain Dealers Ass'n will meet in the Board of Trade bldg. in this city Jan. 17-18. The program is not fully completed, but some of the subjects that have been assigned are as follows: "Association Work and Its Benefits," John McCardle, Indianapolis; "Shrinkage in Corn," Prof. G. I. Christie, of Purdue University; "68 lbs. of Corn Per Bushel, Unjustness of Indiana Law in Comparison With Other States," J. D. Myers, Worthington; "Good Roads," Clarence C. Kenyon, Indianapolis; "The National Ass'n," Jno. F. Courcier, Sec'y Grain Dealers National Association; "Landlord's Lien Law," by Hon. E. H. Wolcott, Marion, Ind. Indications promise one of the best meetings we have ever had.—M. T. Dillen, sec'y.

IOWA.

Woolson, Ia.—Ralph Eck has bot an eltr.

Hornick, Ia.—Fred Haitz has succeeded Medbury & Darnell.

Harris, Ia.—Walcott & Dietz recently suffered a small fire loss.

Burlington, Ia.—I will spend the winter in LaPorte, Tex.—R. A. Lomax.

Minburn, Ia.—D. W. Haymond has purchased the eltr. of John Crawford.

Rinard, Ia.—Joseph Pratt is preparing to enter the grain and coal business.

New Hartford, Ia.—The New Hartford Grain Co. is planning to build an eltr.

Sheffield, Ia.—Williams Bros. have leased their eltr. to a Mr. Froning, possession to be given Mar. 1.

Maple River, Ia.—I have sold out to Beyrink & Hermens. The new firm will begin about Jan. 1.—J. J. Nurre.

Winthrop, Ia.—John Reidy has a new 15,000-bu. eltr. on the Ill. Central R. R., just completed by Chas. Newell.

Dakotah, Ia.—The new eltr., replacing that burned, has been completed for J. C. Huey by the Younglove Const. Co.

Ross, Ia.—The eltr. of the Trans-Mississippi Grain Co. collapsed recently under the weight of 30,000 bus. of oats.

Bayard, Ia.—The Reliance Eltr. Co. has bot the house of the Western Eltr. Co., and has retained J. Adair as mgr.

Stanton, Ia.—C. A. Wickston is mgr. for the Farmers Grain & Stock Co., that recently bot the eltr. of T. J. McCormick.

Sioux City, Ia.—The Farmers Co-operative Eltr. Ass'n of Iowa will hold its annual convention at this city Feb. 1 to 3.

Fort Dodge, Ia.—The recently constructed cornmeal mill and package department of the Great Western Cereal Co. burned in the night of Dec. 20; loss, \$50,000, some insurance.

Kamrar, Ia.—The company recently organized with \$7,000 of paid-up stock to buy or build an eltr., has taken the name of the Farmers Co-op. Eltr. Co. O. L. Gilmore is pres.; John Fonklen, secy.

Danville, Ia.—W. A. Hanna has let the contract for a 20,000-bu. corn-handling plant to the Younglove Const. Co. Equipment includes sheller, cleaner, two stands of legs, rope transmission and friction clutches to machines and transmission. Building is iron clad.

Wellsburg, Ia.—E. A. Bowles has retained Ole Shurson as mgr. of the eltr. he recently bot from the Farmers Co-op. Eltr. Co., which he operates under his own name. He will soon move here from Grundy Center, where he bot an eltr. last spring. Nearly 40 stockholders in the company originally paid \$50 per share. Mr. Bowles writes: "They ran the eltr. about three years and will receive about one-third of the amount they put in."

KANSAS.

Wellington, Kan.—The Hunter Mfg. Co. has increased its capital stock to \$200,000.

Halstead, Kan.—The corporation of the Halstead M. & Eltr. Co. has been extended 50 years.

Valley Center, Kan.—George Wetterhold is installing a 50-ft. 100-ton track scale in his new eltr.

Corning, Kan.—I am out of the grain business entirely.—J. E. Robinson, formerly owner of the "Corning Eltr."

Atchison, Kan.—W. A. & J. W. Blair of the Blair Eltr. Co. are interested in the Corn & Nuts Co., which is marketing a new cereal food.

Plainville, Kan.—We will turn the eltr. of Stucky & Henrie over to the Farmers shipping Union Ass'n, Jan. 1. We have no other house but, as I like the grain business, I may take hold of it again.—B. F. Henrie.

The total expense for the seven and a half days' excursion from Kansas City to New Orleans and other southern points, planned to follow the meeting of the Kansas Grain Dealers Ass'n in February, is estimated at from \$42 to \$45 per individual.

Topeka, Kan.—Prevention of loss of grain in transit was discussed by the car cooperage committee of Santa Fe officials at a recent meeting in this city. At a general meeting of Santa Fe officials some time before, called to consider various freight problems, this special cooperage committee was appointed to consider the best methods of preparing and handling grain cars and grain shipments, as the company loses much thru leakage of grain in transit.

Manhattan, Kan.—To improve Kansas wheat the Milling Industry Department has been established in the Kan. State Agri. College and funds have been raised to start the campaign for more and better wheat and for the elimination of mill insect pests. Progress has been made along these lines and the work is to be continued. To plan for future work a meeting of Kansas millers has been called in connection with the State Farmers Institute at Manhattan, Dec. 29. Problems of future seed wheat supplies and

distribution, proper experimental mill equipment, and a special course in wheat and flour testing will be discussed.—L. A. Fitz, in charge of Dept. of Mfg. Industry, Kan. Agri. College.

Kansas City, Kan.—A jury was completed and the taking of testimony began Dec. 13 in the hearing of John Radford, former state grain inspector of Kansas, charged with misappropriating public funds. His attorneys stated as grounds of their contention that his appointment to the office of state grain inspector was made on condition that he retain the services of J. D. Crotts, who had been chief clerk in the grain office under the previous administration, and that Mr. Crotts had practical charge of the office under Mr. Radford; that they had testimony showing that Mr. Radford had not written a line in the cash book of the department, did not have the combination of the safe and was not cognizant of the accuracy of the reports of receipts sent to the state treasurer at Topeka. John White, who succeeded Mr. Radford as grain inspector, testified that in a conversation with Mr. Radford he told him a report had reached the governor of a shortage of \$418 in the accounts of the grain department and that Mr. Radford had replied: "I don't see how that can be. I always have placed my full confidence in Mr. Crotts. If the shortage is only \$418, I may be able to straighten it up for him, but if it is any more than that, I can't do it, for I haven't the money." In his testimony Dec. 15, Mr. Crotts made an admission to the effect that he had changed entries in the cash books of the grain office to cover shortages and under cross examination by Mr. Radford's attorney, he made other admissions considered important by the defense. When shown a check for \$40 to which Mr. Radford's name was signed he admitted that the signature was in his own handwriting, and that the money had been used to pay on a piano he had purchased. He alleged that he had been authorized to sign the check and that he had received the money as a loan. He also admitted that he had kept the cash book himself, that Mr. Radford had not made any entries in it, and he could not say that Radford even knew the combination to the safe.

Atchison, Kan.—A district meeting of grain dealers of northeastern Kansas and southeastern Nebraska was held on the evening of Dec. 6, in the same room of the hotel in which it was organized 14 years ago. E. J. Smiley, sec'y of the Kan. G. D. A., criticised the system of grain inspection in his state and cited instances where wheat threshed directly from the shock and never stacked, was given no grade and marked "stack-burned." This wheat was largely from southwestern Kansas, or the territory west of Wichita. He said with feeling, "the inspectors have gone daffy over stack-burned wheat. They have gotten it into their heads that everything dark must be stack-burned, and have so termed wheat that never saw a stack and should have graded Turkey No. 1." When he called for experiences of dealers in this section Leonard Woodhouse of Lancaster, Kan., said he had shipped one car to Kansas City that was inspected as stack-burned when it had never been in a stack. C. A. Geiger, of Robinson, said he had been compelled to pay interest for 17 days on the value of a car of grain between inspection and unloading in Kansas City, and asked what recourse he had. An hour's discussion de-

veloped not one complaint concerning grain shipped to this market, which was considered a compliment to R. M. Clark, the local inspector. Sec'y Smiley offered a resolution asking the Kansas legislature to substitute the Chicago office inspection of grain for the present system of inspecting in cars. S. R. and W. S. Washer of Atchison both spoke against it but it carried by a small vote. Several did not vote. Mr. Smiley then asked the adoption of a resolution requesting the abolishment of the Kansas commission of three, which meets annually and fixes the grades of grain. He said it was not as good as the old plan, in which everybody had a hand in making grades, but afterwards withdrew the motion, altho Morris Beven tried to get a full expression one way or the other. Kansas now has 91 eltrs. operated by farmers' companies and Sec'y Smiley said they exact larger margins than the regular dealers and some have watered stock. In discussing the movement of grain Edgar Johnson of Everest, Kan., reported that of 25,000 bus. of corn shipped from that station this fall 80% had graded No. 3. He expected the movement to continue. Chas. A. Geiger of Robinson held the same opinion as he believed the farmers need money, having suffered a wheat failure; he was paying 36c to 40c per bu. for corn. Morris Beven of Muscotah said his town had shipped about 80 cars of corn, then moving out at the rate of four and five daily when the Central Branch could move them, but cars had stood there loaded for two weeks. At the banquet, served with an elaborate menu after the business meeting, S. A. Frazier, cashier of the First National Bank, spoke on the relation of the bank to the grain dealer. Among those present were: J. T. Saunders, Corning; W. F. Robertson, Morrill; E. M. Fitzgerald, Meriden; Thomas Hatfield, Valley Falls; D. W. Becker, Meriden; W. C. Peterson, Reserve; L. W. Sage, Julian, Neb.; E. A. Rhodes and J. A. Moyer, Howe, Neb.; H. J. Hauck, Valley Falls; F. S. Radford, Kansas City; E. J. Smiley, Topeka; L. J. Woodhouse, Lancaster; James Robinson, Potter; E. Chase, Padonia; C. A. Geiger, Robinson; H. G. Miller and F. W. Hoebel, Kansas City; Ed. Johnson, Everest; B. C. Ragan, Valley Falls; S. J. Thompson, Holton; Ward Salisbury, Hiawatha; L. Cortelyou, Muscotah; J. J. Comer, Willis; E. N. Bailey, Baileyville; P. S. Coleman, Oneida; E. C. Birchfield, White Cloud; M. E. Beven, Muscotah; Boyd Marshall, Whiting; W. R. Smith, Effingham.

WICHITA LETTER.

Otto Weiss is installing in his alfalfa mill a Richardson Automatic Scale to weigh crushed oats.

Martin E. Casto, comcl. agt. of the Mo., Okla. & Gulf Ry., will succeed L. F. Moore, resigned, as mgr. of the Wichita Transportation Buro, Jan. 1. Before taking his present position he was Mr. Moore's assistant.

The Board of Trade is offering for sale for not less than \$500 the membership of E. M. Flickenger, mgr. for the Tri-State Grain Co., which he forfeited when his firm became financially embarrassed some months ago.

Grain dealers and millers of this section of Kansas are endeavoring to aid farmers to obtain larger yields and better quality of wheat. A legislative committee has been appointed by the Southern Kan. Millers Club to be present at the next meeting of the legislature and work

for desired legislation. The committee is composed of Henry Lassen and F. D. Stevens, of Wichita; F. D. Larabee, Hutchinson; J. H. McNair, Halstead; A. J. Hunt, Arkansas City; and S. P. Kramer of Anthony, who will confer with Pres. Waters and Director Webster of the experiment station at Manhattan concerning legislation needed for the improvement of wheat and the distribution of seed wheat in Kansas.

The following amendment to the by-laws of the Board of Trade has been adopted to become effective Jan. 1: "On all grain, mill feed or seeds consigned to any member of this Board of Trade, or to any firm or corporation duly represented in its membership, or bot by any member thereof, or by any such firm or corporation and shipped to Wichita, subject to either Wichita weights and inspection or both, the receiver or purchaser, as the case may be, shall charge interest at not less than 6 per cent per annum on any sum advanced on such consignment or purchase to the time of reimbursement. Provided, not more than five days from date of inspection shall be allowed for unloading or reconsignment at Wichita. On all grain or other commodities bot as above described and billed to any destination where interest is charged, the interest shall be charged in the same manner as other terminal charges. Where such grain is billed direct from point of origin to a destination where no interest is charged receivers, none shall be charged to sellers."

KENTUCKY.

Lexington, Ky.—A new concrete eltr. has been completed for the Lexington Roller Mills.

Louisville, Ky.—The Transportation Club has elected Lucien J. Irwin, pres. for the ensuing year to succeed Alfred Brandeis who was elected first vice pres.

Louisville, Ky.—Receipts are very light owing to poor car service. We have corn on the road from Illinois since latter part of November and think the car situation is going to be worse than ever on account of railroads lacking motive power. Plenty of corn is ready to move, but shippers are unable to get cars.—W. A. Thomson & Co.

LOUISIANA.

New Orleans, La.—During November New Orleans received no wheat, 451,000 bus. of corn and 174,000 of oats; and exported 111 bus. of wheat, 159,981 of corn and 10,662 bus. of oats.—H. S. Herring, sec'y Board of Trade.

New Orleans, La.—C. H. Ellis, who will this year complete his second term as pres. of the Board of Trade, has announced that he will not be a candidate for re-election, the demands of his business preventing. The directorate and some of the members have agreed on A. F. Leonhardt, chairman of the grain committee, for the regular candidate.

Crowley, La.—The warehouse of A. Kaplan collapsed Nov. 30, caused by pillars under a portion of the building giving away and letting it down out of plumb. Rough rice on that side then pressed against the wall and pushed it out on the ground. The opposite wall gave way at the bottom and slid out on the S. P. tracks. The roof fell in on the floor. The warehouse contained about 4,000 sacks of rough rice, most of which went out into the street with the wall.

The collapse occurred at noon when no one was in the building. It was erected in 1908.

MARYLAND.

BALTIMORE LETTER.

Frederick Joesting was recently elected a member of the Chamber of Commerce.

The Baltimore Pearl Hominy Co. has placed upon its table at the Chamber of Commerce a very attractive display of 14 of its products.

Heavy ice has been reported in the vicinity of the upper waters of the Chesapeake Bay, interfering, to some extent, with the shipment of grain from the Eastern Shore of Maryland to Baltimore.

Thos. C. Craft, Jr., Eugene Blackford, Jr., W. H. Hayward, T. Murray Maynard and E. F. Richards were elected members of the nominating committee to nominate candidates for the board of directors of the Chamber of Commerce to be voted for in January.—C.

A meeting of western grain receivers of the Chamber of Commerce was held at noon, Dec. 9, to discuss informally a campaign for bringing more of that grain to this market. For years Baltimore was the largest exporter of corn on the Atlantic coast and also shipped out a fair proportion of the wheat.

MICHIGAN.

Lansing, Mich.—The Michigan Millers Ass'n will hold its annual meeting here Jan. 17-18.

Carsonville, Mich.—The Carsonville Eltr. Co. is having two bins erected for bean storage.

Detroit, Mich.—The Michigan Bean Jobbers Ass'n will meet in this city Jan. 25-26 at the Cadillac hotel.

Detroit, Mich.—Another complaint has been entered against Arthur J. Clark, the bucket-shop operator recently put out of business and made to pay certain claims. The present complaint is made in behalf of T. J. Thompson, formerly of Greenville, Wis., who alleges that he was induced to come here and invest \$5,000 in a company Clark was exploiting.

St. Johns, Mich.—Five 55-h. p. electric motors operate the new 50,000-bu. eltr. of John Hicks and his bean picking equipment of 40 machines. The old 10,000-bu. eltr. which this replaces was operated for 53 years until abandoned and dismantled last summer. John Hicks, Sr., managed the business until a few years before his death. The Burrell Eng. & Const. Co. built the new eltr., which has been in operation two weeks.

Lansing, Mich.—A two-cylinder, four-passenger touring car valued at \$1,000 will be given to the boy not yet 20 years of age, who exhibits the best 10 ears of Michigan-grown corn at the annual corn show of the Mich. Corn Improvement Ass'n, to be held at the Agricultural College station at East Lansing, Jan. 16-21, and this prize will not prevent him competing for the other premiums, which include corn shellers, corn planters, other machinery and cash premiums. More than 3,000 Michigan boys now belong to corn-growing ass'ns and others are constantly joining. Prof. J. A. Jeffery, head of the soils Dept. of the Mich. Agri. College, is pres. of the Corn Improvement Ass'n which he helped organize seven years ago. While the corn show is in progress the College will hold a corn school with scientific lectures on corn growing.

Detroit, Mich.—Receipts of grain during November included 188,074 bus. of wheat, 348,187 of corn, 255,722 of oats, 69,027 of barley and 31,226 bus. of rye; compared with 74,612 bus. of wheat, 174,700 of corn, 201,517 of oats, 189,995 of barley and 27,018 bus. of rye received in Nov., 1909. Shipments included 6,101 bus. of wheat, 317,241 of corn, 3,000 of oats and 25,952 bus. of rye; against 7,871 bus. of wheat, 52,111 of corn, 19,277 of oats and 35,806 bus. of rye shipped in November last year.—F. W. Waring, sec'y Board of Trade.

MINNESOTA.

Hinckley, Minn.—The North Branch Mlg. Co. has bot the business of the Hinckley Flour & Grain Co.

Grove City, Minn.—The eltr. of the Northwestern Eltr. Co. burned Dec. 11 with about 16,000 bus. of wheat; loss \$20,000, insured.

Waldorf, Minn.—The Hunting Eltr. Co. will immediately build a 30,000-bu. eltr. to replace that burned Nov. 30.—H. D. Miller, mgr.

Bellechester, Minn.—Construction has been started on the 60,000-bu. eltr. of the Red Wing Malting Co., which is to be ready to receive grain Feb. 1.

Monterey, Minn.—While attending to his work recently R. C. Thompson, mgr. for the Farmers Eltr. Co., suffered a stroke of paralysis and is in a critical condition.

Kenyon, Minn.—The Kenyon Farmers Merc. & Eltr. Co. will increase its capital stock from \$10,000 to \$30,000, and will handle lumber in addition to its coal and grain business.

MINNEAPOLIS LETTER.

Memberships in the Chamber of Commerce are held at \$3,100.

Fire in a concrete grain bin of the International Sugar Feed Co., on Dec. 13, damaged \$500 worth of grain.

The Merchants Eltr. Co. has taken out a building permit for the erection of a \$35,000 eltr. to replace that burned Nov. 9.

During November James C. Andrews and Martin B. Koon were admitted to membership in the Chamber of Commerce.—John G. McHugh, sec'y.

James S. Graves, mgr. of the Capital Eltr. Co. of Duluth, Minn., and Charles J. Marboe, treas. and assistant mgr. of the Listman Mill Co., LaCrosse, Wis., have applied for membership in the Chamber of Commerce.

The directors of the Chamber of Commerce have adopted the recommendation of one of the committees, forbidding trading in futures or cash grain before the opening of the market, which had recently become quite extensive. The prices were usually based on those ruling at the opening.

Receipts of grain during November included 8,185,720 bus. of wheat, 854,130 of corn, 1,266,500 of oats, 2,291,470 of barley and 153,490 bus. of rye; compared with 11,598,120 bus. of wheat, 321,550 of corn, 1,651,420 of oats, 2,389,290 of barley and 293,340 bus. of rye received in November, 1909. Shipments in November included 1,773,120 bus. of wheat, 515,160 of corn, 1,270,450 of oats, 1,892,870 of barley and 122,670 bus. of rye; against 2,327,370 bus. of wheat, 157,130 of corn, 1,890,300 of oats, 2,641,310 of barley and 159,040 bus. of rye shipped in November last year.—John G. McHugh, sec'y Chamber of Commerce.

In the case arising from the contract of the Northwestern Consolidated Mlg. Co. with G. T. Honstain, under which he built its large eltr. two years ago, the Minnesota Supreme Court has decided that certain liens filed against the eltr., amounting to \$25,000, are valid. As a bonding company guaranteed Mr. Honstain's contract the Northwestern Consolidated can now look to it for reimbursement for the \$12,000 overpaid.

MISSOURI.

Ethlyn, Mo.—I have succeeded to the business of the Wm. Pollock Mlg. & Eltr. Co. here, and will buy and ship wheat.—Theo. Eggering, Old Monroe, Mo.

Gregory Landing, Mo.—We are constructing an up-to-date ear corn eltr. to have a capacity of 25,000 bus. We have wrecked our 35,000-bu. scoop shovel crib.—The Ruddick Co.

KANSAS CITY LETTER.

The Moss Grain Co. is sending out to its friends a very useful office card rack.

The many friends of E. D. Bigelow, Sec'y of the Board of Trade, will regret very much to learn that he has been seriously ill with erysipelas. He has entirely recovered and returned to his desk.

Arguments were heard recently in the U. S. Supreme Court at Washington on the constitutionality of the Missouri law which prohibits the deduction of 100 lbs. per car of grain for dockage. After a decision has been rendered the case relating to the 25c tax for each marginal transaction in grain will be heard. Frank Hagerman represented the Kansas City Board of Trade, Atty. Gen. Elliott Major appearing for the state.

ST. LOUIS LETTER.

T. E. Price, pres. of T. E. Price & Co., has successfully undergone an operation for appendicitis.

E. O. Moffatt, pres. of the Moffatt Commission Co., is planning to make a trip to South America.

H. W. Giesing of the Farmington Mlg. Co., Farmington, Mo., has applied for membership in the Merchants Exchange.

The caucus which precedes each annual election of the Merchants Exchange will be held Dec. 28, the election coming Jan. 4.

Logan Baxter, who has been claim agent in the hay department of Langenberg Bros. & Co., will take charge of the corn and oats department.

John Dower, supervisor of the department of weights of the Merchants Exchange, reports that during the month of November there were found at the different track scales and eltrs. 380 cars with leaking grain doors, 20 leaking over the doors, 1,611 with leaking boxes, 73 with leaking end windows, 778 cars not sealed, 58 with end windows not sealed and 45 with end windows open.

Arguments are being heard here on the appeal of the Merchants Stock & Grain Co., Francis J. Miner and Patrick A. Stephen, who were fined heavy amounts on account of alleged disregard of an injunction secured by the Chicago Board of Trade, forbidding their use of the board's quotations. Miner has been sentenced to 5 years in the penitentiary for alleged bucket-shopping and has appealed.

John E. Hall, one of the most prominent of the local traders, has hit upon a plan which is aimed to end the cry of extravagance, and which will put the ex-

change upon a sound financial basis. He proposes to organize a Merchants Exchange Building Co., capitalized at \$800,000, which is the estimated value of the Exchange property, the stock to be divided into 1,600 shares of \$500 apiece, one share to go to each member, including a membership in the new exchange in return for his membership in the present exchange. The new company will take over the property of the old exchange and lease the exchange hall to the new organization for \$25,000 per year. The Building Company and the Merchants Exchange will be separate organizations, the officers of the Exchange having nothing to say in the management of the building, which business will be attended to by a manager. Mr. Hall plans to put the sec'y's office, the traffic bureau, and the publicity department in the same office, which he claims would mean a considerable saving. Under these conditions, it is said, the exchange will support itself.

NEBRASKA.

Uehling, Neb.—August Koehler is now mgr. of the Farmers Grain & Stock Co. here.

Hickman, Neb.—The Lincoln Grain Co. of Lincoln, Neb., has purchased the eltr. of Trompen & Son.

Lincoln, Neb.—H. S. Freeman, cashier of the First National Bank, has bot the building of the Central Granaries Co., paying \$22,500.

Colon, Neb.—The Colon Grain & Stock Co., incorporated, capital stock, \$10,000; incorporators: A. H. Blair, Anton Binkner, Jr., Chas. F. Davis and others.

Manley, Neb.—The Missouri Pacific R. R. has laid a sidetrack to the Manley Farmers Eltr. Co.'s eltr. without waiting for the court to pass upon the case.

Lincoln, Neb.—The Farmers Co-operative Grain & Live Stock Ass'n of Nebraska will hold its annual meeting at this city at the Lincoln hotel, Jan. 18-19. O. G. Smith of Kearney is pres. and J. S. Canaday of Minden, sec'y.

Winnebago, Neb.—The Winnebago Farmers Co-op. Grain Co. has been organized here by D. D. Ross, Bert Killmer, John Morgan, James Morgan and J. D. Gill. The company will probably lease an eltr. for the winter.

Beaver City, Neb.—A meteor struck the eltr. here of C. M. Linn of Humboldt, Neb., Dec. 10. The meteor passed over the town and struck the cupola of the eltr., wrecking the house and instantly setting fire to the wreckage. The bins contained 1,100 bus. of corn and 800 bus. of wheat.

Lincoln, Neb.—Chas. M. Jacques, formerly one of Nebraska's biggest grain dealers, died at Pasadena, Cal., Dec. 16, aged 68 yrs. The deceased was a partner of W. T. Barstow for 15 yrs., and also owned and operated eltrs. at College View, Berks, Hickman and Denton. Mr. Jacques removed to Pasadena in 1901 because of poor health.

Nebraska City, Neb.—The Jones Grain Co., of this city, has filed suit against the Western Union Telegraph Co. for \$250, the amount alleged to have been lost as the result of delay and the failure of the defendant to transmit a message agreeing to the sale of 5,000 bus. of wheat to the Corn Belt Company of Atchison, Kan. within the time specified in the Corn Belt Co.'s offer.

OMAHA LETTER.

The Bewsher Co. has filed a complaint with the state railroad commission charging that the Missouri Pacific Ry. has not provided inspection yards where shipments of grain might be taken care of. Receivers say that because of the difficulty in finding the cars additional demurrage charges have resulted. The Omaha Grain Exchange is also making an investigation.

Omaha, Neb.—E. D. Watke has caused the arrest of Geo. Schuart, mgr. of the Omaha Commission Co., on a charge of bucket-shopping. Schuart says that Watke failed to put up his margins and that after the market had turned and gone Watke's way the complainant came to the office demanding \$600 and threatened the arrest if the money was not paid. The Omaha Commission Co. is a branch of the H. E. Gooch Co. of Lincoln and was known as the Lincoln Commission Co. until the issuance of a federal court injunction obtained by the Chicago Board of Trade.

NEW ENGLAND.

Watertown, Mass.—J. Loring & Co. are building an eltr. here on the site of the old building which was burned.

NEW JERSEY.

Camden, N. J.—A receiver has been asked to take charge of the affairs of the American Mlg. Co., the \$3,500,000 consolidation of the Marsden Co. and the American Mlg. Co. Alleged waste or mismanagement is said to have cost the stockholders \$1,848,601.

NEW YORK.

Salamanca, N. Y.—Chesbro & Son, of Springville, N. Y., have built an eltr. and mill here.

Buffalo, N. Y.—The O. G. Spann Co., incorporated, capital stock, \$20,000; incorporators: Otto G. Spann, Henry J. Wilkes and Chas. T. Doorty.

Buffalo, N. Y.—A small blaze was caused here recently when sparks from a passing engine lodged in the tower of the Buffalo Transfer eltr., owned by the Churchill Grain & Seed Co. The damage amounted to only \$200.

Ticonderoga, N. Y.—The Holden Grain & Feed Co., which last March succeeded Holden & Foster, has moved into its new eltr. on the D. & H., taking all the machinery of the old plant. The eltr. has a capacity of 14,000 bus. of grain and 100 tons of feed. It is equipped with a Weller Power Shovel and a Richardson Automatic Scale and is furnished with electrical power.

NEW YORK LETTER.

Elvidge & Palmer, incorporated, capital, \$25,000; incorporators: Morris H. Elvidge and E. J. Palmer.

The board of governors of the Produce Exchange have expelled Peter Henderson from membership, charging him with unbusiness-like conduct.

Farmers of the state are complaining of the "bean trust" claiming that lowers the price to the farmer and raises it to the consumer, and want the government to investigate.

The floating Ellis Grain Drier of the Erie Eltr. Co., was put into operation Dec. 15. The drier is mounted upon a scow barge 112 ft. long and 36 ft. wide, costing \$35,000.

Fred M. Dennis, formerly in the brokerage business at Saratoga Springs, has brot suit against the Stock, Grain & Provision Co. of New York to recover \$26,101 on the ground that the defendant company operated a bucket-shop and that he lost that amount with the firm.

The Produce Exchange has installed new blackboards of ground glass finished in green and with spacings ruled in red. The contrasts aid greatly in reading the quotations. The wheat pit will also be moved back 12 or 15 ft. so that it can easily be distinguished from the gallery.

NORTH DAKOTA.

Nekoma, N. D.—Geo. F. Barnard has purchased an eltr. here.

Sheldon, N. D.—The 100-bbl. mill of Lewis Sorenson has been converted into an eltr.

Epping, N. D.—The Farmers Eltr. Co. closed its new 30,000-bu. eltr. here Dec. 1.—H. A. Schroeder, agt. St. Anthony & Dak. Eltr. Co.

Fargo, N. D.—Millers of North Dakota will hold a meeting at the Agricultural College here Jan. 18, to organize a state millers association.

Ellendale, N. D.—Chas. L. Ward is now mgr. of the Ellendale Mlg. Co., former mgr. Crowley having resigned to enter business for himself.

New Leipzig, N. D.—I have taken charge of the eltr. of J. S. Birdsall at this station.—G. F. Loucks, formerly agt. of the Homestead Eltr. Co. at Max, N. D.

Fargo, N. D.—Isaac Bell, a grain and seed dealer, was nearly killed when the top floor of the building in which he was sitting, and which contained 2,000 bus. of corn and oats, collapsed and crashed to the ground, carrying the intervening floors with it. Two other men in the building were killed.

Grand Forks, N. D.—An attempt will be made at the convention of the Tri-State Grain Growers Ass'n which will be held here in January to organize a terminal eltr. and commission company. Of the \$50,000 necessary, \$44,000 has already been subscribed, and the balance pledged. The company will have its main office at Minneapolis.

OHIO.

Russia, O.—Groof & Simon are the successors of the Russia Grain Co. here.

Westville, McGrew p. o., O.—Geo. Leggate and wife will spend the winter in the South.

Cleveland, O.—The grain warehouse of Abel Bros. was damaged by fire Dec. 16. Loss, \$10,000; fully insured.

Toledo, O.—Chas. W. Mollett of the Mollett Grain & Mlg. Co. has applied for membership in the Produce Exchange.

Cleveland, O.—The National Hay Co., incorporated, capital stock, \$25,000; incorporators: H. W. Robinson and others.

Fayette, O.—Samuel and Arthur Aungst have bot the eltr. of N. E. Swift & Co. and will take possession Feb. 1.

Toledo, O.—W. H. Haskell & Co., have installed 222 ft. of 12-inch and 193 ft. of 18-inch rubber belting furnished by W. H. Salisbury & Co., Inc.

Troy, O.—Henry M. Allen, of the Allen & Wheeler Co., has decided to accept the duties of the presidency of the Millers National Federation, for which position the Ohio Millers Ass'n has endorsed him.

Cleveland, O.—H. Schmitt, formerly dealer in grain, hay and millfeed, has accepted a position with the Gates Eltr. Co.

Toledo, O.—Names prominently mentioned for the presidency of the Produce Exchange are those of F. O. Paddock, Fred Rundell and David Anderson.

Cincinnati, O.—The grain inspection department of the Chamber of Commerce has installed a new glass retort system for taking the moisture test of grain.

Grelton, O.—The Farmers Grain & Seed Co., incorporated, capital stock, \$8,000; incorporators: Josiah D. Kelly, Frank Krohn, Lyman Conrad, Wm. H. Battels and J. Frank Myers.

Kirkersville, O.—The flour mill and grain storage of Geiger & Roshorn was burned here Dec. 14, with 3,000 bus. of wheat, 1,000 bus. of oats, a carload of feed and a half car-load of oil meal. The mill was 70 yrs. old.

Middle Point, O.—H. G. Pollock was in Chicago recently and reported business the best during recent months he has ever enjoyed. Very little shelled corn, but an unusual amount of ear corn moving. "Our crop is easy a month late in maturing. The dealers are paying so much for corn few are making expenses."

Columbus, O.—A recent decision of the state has been handed down which holds that the Interstate Commerce Commission has no control of demurrage charge cases inside the state. The state railroad commission has been long opposed to the uniform demurrage rules which have been adopted by many of the other states.

Toledo, O.—E. H. Culver, chief grain inspector here, recently made the statement that farmers of the state would probably lose \$2,500,000 during the year because of immature corn. Mr. Culver said that practically no Ohio corn will grade contract before the summer and altho much would be put in shape by the driers, the cost would amount to considerable.

OKLAHOMA.

Rusk, Okla.—The Rusk Grain Co. has discontinued business.

Enid, Okla.—The Stephenson Grain Co. has withdrawn from business.

Fairmont, Okla.—Niehus & Beuecke have bot the eltr. here of M. C. McCafferty.

Pauls Valley, Okla.—Moose & Settle have bot the eltr. of W. H. Donlin & Sons.

Sumpter, Braman p. o., Okla.—Beutke Bros. of Blackwell, Okla., have purchased the eltr. of Frank Wells.

Kremlin, Okla.—Farmers and citizens held a meeting recently at which it was planned to reconstruct the Kremlin Flour & Alfalfa Mill, which was recently burned.

Kingfisher, Okla.—M. L. Webb, a silent partner in the business of S. T. Alexander, has bot out the interest of Mr. Alexander and will conduct an eltr., coal and corn milling business to be known as the Webb Mill & Eltr.

Oklahoma City, Okla.—The Oklahoma Grain Dealers Ass'n held a meeting and banquet here Dec. 15 at which plans were discussed to prevent the railroads from carrying out their plan to pass a rule compelling grain dealers to ship but one kind of grain in a car. The grain dealers say that this is a handicap and will cause too much expense.

PENNSYLVANIA.

Philadelphia, Pa.—Conservatives on the Commercial Exchange are planning to nominate Samuel L. McKnight for pres. of the exchange. The progressives are considering 3 men: S. F. Scattergood, Wm. McAleer and Wm. M. Richardson. The nominations will take place Jan. 21, the election coming 10 days later.

Philadelphia, Pa.—In the future, according to the transportation committee Bs/L will be issued by the Pennsylvania on the floor of the Commercial Exchange, not requiring the members to send to the Broad St. station for them. The committee has also suggested to the officials of the B. & O. Ry. to enlarge local traffic by assuming part of the expense of operating the Belt Line.

SOUTH DAKOTA.

Kaylor, S. D.—F. F. Mayer has bot the 20,000-bu. eltr. of A. A. Truax.

Estelline, S. D.—C. R. Horswill has bot the eltr. of F. C. Smith of Madison, S. D.

Grover, S. D.—It is said that M. H. Wheelock has resigned as mgr. of the Farmers Eltr. Co. here.

Letcher, S. D.—The office and driveway of the South Dak. Grain Co. burned Dec. 9, with a loss of \$300.—F.

Claremont, S. D.—A. Paulson has succeeded F. Moesmer as agt. of the St. Anthony & Dak. Eltr. Co. here.

Mitchell, S. D.—The A. H. Betts Eltr. Co., of this place, is building a 25,000-bu. eltr. 6 miles west of here, on the Milwaukee road.

Sioux Falls, S. D.—W. V. Harrington and Ed. Moore are in the brokerage business here under the name of the Tri-State Grain Co.—F.

Geddes, S. D.—W. T. Morton, formerly agt. of the Carlon Eltr. Co. here has moved to Mitchell, S. D. and is no longer in the grain business.

Starr, Parkston p. o., S. D.—Charles Zehnpenfening of Parkston is erecting a 25,000-bu. eltr. here. The Younglove Const. Co. has the contract.

Sioux Falls, S. D.—Dan Harrington, formerly of Pipestone, Minn., is now located here operating his country eltrs. under the name of the Golden West Grain Co.—F.

Huron, S. D.—The state railroad commissioners held a hearing of the grain rate case here Dec. 15. Millers and eltr. men were present and ready to offer testimony of the unfair state rates. Upon the request of the railroad men the hearing was delayed 30 days.

Armour, S. D.—Gus Anderson, a farmer, has been awarded judgment against the Farmers Co-op. Shipping & Eltr. Co. in his suit to recover 1,000 bus. of stored wheat which the mgr. of the company had refused to buy at the prevailing market price and refused to return on demand.

Aberdeen, S. D.—The Farmers Co-operative Eltr. Ass'n of South Dakota has practically decided to hold its annual convention at this city on Feb. 8, 9 and 10. Pres. G. M. Bowers of Loomis and Sec'y J. T. Belk of Henry were here Dec. 16 to make the arrangements. It is expected that the convention will be attended by more than 1,000 farmers.

SOUTHEAST.

Tampa, Fla.—M. S. Booth, cashier of A. M. Faulkner & Co. is charged with embezzlement, and has been held with bonds fixed at \$3,000.

Richmond, Va.—Capt. B. A. Jacob has tendered his resignation as sec'y and treas. of the Richmond Grain Exchange, to take effect Feb. 1, completing his 29th year of service.

Montgomery, Ala.—The Commercial Club of this city headed by Major A. G. Forbes is working for the establishment of a grain eltr. here and is preparing to offer inducements for its erection and operation.

Richmond, Va.—The Richmond Grain Exchange has filed a formal protest with the various city departments asking that hereafter, all feed supplies be bot by public bids in order that all tax-paying dealers be given equal opportunities to make proposals and that no preference may be shown to any favorites of the purchasing agents of the different departments.

TENNESSEE.

MEMPHIS LETTER.

The committee on the revision of rules and regulations for operations in grain and hay has finished its work and will submit the new rules to the membership of the Exchange for a vote.

Oats are coming slowly, while hay is quiet and receipts moderate. It is reported the bulk of the corn comes from Missouri and it is grading excellently, the chief inspector, E. R. Gardner, being authority that 95 per cent is No. 2. Some corn comes from Illinois, but is grading No. 4 as a rule on account of so much moisture. Average receipts show from 19½ to 21 per cent, against about 18 normal.

G. E. Patteson, of G. E. Patteson & Co., is the new president of the Memphis Hay & Grain Ass'n, having been elected unanimously Dec. 16. The date for the election was changed, being moved up a week on account of the holiday rush later. Mr. Patteson succeeds S. M. Bray, who filled the position two years. Other officers elected are: J. B. Horton, vice pres.; C. B. Stafford, sec'y and treas.; S. M. Bray, V. L. Rogers, T. B. Andrews and L. R. Donelson, directors. Mr. Stafford, in addition to being secretary and treasurer, is the traffic commissioner and will continue in that capacity. After the election, which was a formality, as only one ticket was out, a banquet was had, the retiring president acting as toastmaster. A resolution commending the work of the traffic commissioner was adopted.

The annual election of officers and directors of the Merchants Exchange will be a fight between "bulls" and "bears," though in quite a different way from which it is usually pulled off. President Tate Pease a few days ago announced the nominating and campaign committees. The bull end of the fight will be looked after by a committee composed of T. B. Jones, chairman, John Myers and C. W. Thompson. The bear committee will be W. W. Simmons, chairman, George H. McCleary and Julian L. Brode. The candidates will be announced about January 2 and then the contest will start. The committee in charge of banquet and festivities that will be enjoyed after the election on Jan. 12 is at work, but no announcements will be made until all plans are perfected. The date for moving into the new building is the first week of the new year.

NASHVILLE LETTER.

Claims have been filed against Hafford Jones by Caswell E. Rose and S. S. Kerr.

The Hughes Whse. & Eltr. Co. has moved its offices to the plant of the Just Mill & Feed Co. in South Nashville.

The Board of Trade has elected Albert Rothschild, of the Iowa Grain & Mfg. Co., to the vice-presidency of the new traffic buro.

The Southern Warehouse Co. has been incorporated, by W. D. Wood, C. L. Hughes, J. D. Rutherford, W. M. Armistead and B. G. Shorter.

E. N. Williams, formerly buyer for the Henderson Elevator Co. of Henderson, Ky., will travel the Southeastern territory for the Just Mill & Feed Co. of Nashville.

The Pouder-Broyles Grain Co., Washington Co., incorporated, capital \$5,000; incorporators: W. R. Pouder, T. K. Broyles, F. A. Garth, S. H. Pouder and Lucy Broyles Pouder.

The Hogan-Hutchison Grain Co., incorporated, capital stock, \$10,000; incorporators: W. Murray Hogan, J. M. Davidson, Geo. W. Hutchison, Jas. J. Hutchison and Alex. C. Harsh.

John Dower, chief weighmaster of the Merchants' Exchange at St. Louis, Mo., who has been studying the methods in vogue at Nashville in grading and weighing grain, has returned after a week's stay here.

Low water is threatening to interfere with the grain business on the Cumberland River and the Steamer Electra with 5,000 bags of grain for Nashville is lying below the locks unable to proceed. The owners are contemplating taking off 1,000 bags, so as to enable the boat to make the locks.—H.

TEXAS.

Amarillo, Tex.—The Rex-Perkins Co., which failed, has no successor, its property having been sold to satisfy judgments.

Ft. Worth, Tex.—The Werner-Wilkins Grain Co. has been elected to membership in the Oklahoma Grain Dealers Ass'n.

Denison, Tex.—The 20,000-bu. eltr. of the Denison Mill & Eltr. Co. was recently completed and put into operation. The plant cost \$30,000. J. B. McDougall is pres. of the company, W. L. Hutchinson, vice-pres., Turner Wilson, 2nd vice-pres., and C. M. King, sec'y treas.

Dallas, Tex.—E. W. Rollow, mgr. of the Dallas Eltr. Co., who with his firm will withdraw from the grain business Jan. 1, has been one of the most prominent and active grain dealers in Texas. He was always a participant in the annual meetings of the Texas Grain Dealers Ass'n and for 2 yrs. was a member of the arbitration committee, during which time he established an enviable reputation for fairness and ability as an arbitrator. Mr. Rollow will engage in the wholesale grocery business in his home town of Clarksville, Tenn.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

WASHINGTON.

Walla Walla, Wash.—The Isaacs Grain Co. has just completed its mill.

Tacoma, Wash.—Isaac Pincus & Sons, one of the oldest hop brokerage firms on the coast, failed Dec. 13 for \$150,000, with about equal assets.

Spokane, Wash.—The Farmers Union of this state held a meeting here Dec. 10, at which a special committee was appointed to draft a new bill governing state weighing and grading of grain for submission to the next state legislature.

WISCONSIN.

Superior, Wis.—Turney Bros. have erected a 5,000-bu. eltr. on the Detroit pier.

Oshkosh, Wis.—W. P. Warwick, pres. of the Wisconsin Grain & Fuel Co., died here recently, aged 76 years.

Monroe, Wis.—We are going to build a 22x40 addition to our eltr. and warehouse in the spring.—F. A. Dahms, Monroe Model Mill.

Stockholm, Wis.—Larson & Swanson's general store and office burned on the morning of Dec. 11, together with all their grain accounts. Cause unknown; loss, \$20,000.

Superior, Wis.—The state railroad commission has refused to annul its order as requested by the Northern Pacific reducing the switching charges on grain from the Soo line yards at Superior from \$3 to \$1.50 per car.

MILWAUKEE LETTER.

Federal authorities have closed the Milwaukee Commission Co.

Edward Cole, one of Milwaukee's pioneer grain men, died here recently at the age of 95 yrs.

The Froedtert Bros. Grain & Malting Co. has increased its capital stock from \$125,000 to \$500,000.

The Chamber of Commerce will distribute picture postcards showing the "bulls" and "bears" on the trading floor.

The Froedtert Bros. Grain & Malting Co. have been awarded judgment for \$63, the amount charged C. Williamson for pigeon feed which he declared to be moulded and which amount the defendant had refused to pay.

The Hansen Malting Co. has purchased 6 acres of ground and will erect a 1,000,000-bu. fire proof malting plant, to be completed by September. C. E. Hansen has been elected pres., O. P. Hansen, vice-pres., and Otto E. Schultz, sec'y and treas.

The rules of the Chamber of Commerce have been amended so as to repeal the rule permitting Chicago warehouse receipts to be delivered on contracts for the immediate, regular or future delivery of wheat, corn and oats. Amendments to the rules have also been made making Milwaukee receipts deliverable on contracts in this market for the purchase and sale of grain for future delivery.

The wheat crop that is killed in October and November never stays dead. The present firmness in the market must certainly be in the fear of what we are not going to have next year. We certainly have a lot of stuff now that can be sold only to the speculator.—Southworth & Co.

After receiving the stipulated evidence of the Chicago Board of Trade and the C., R. I. & P. Ry. in the test case on the clause of the uniform B/L enforcing settlement of loss claims on basis of value at point of origin instead of destination of shipment, Examiner Needham of the Interstate Commerce Commission at Chicago, Dec. 13, set Jan. 13 for the filing of briefs by the attorneys.

An Upright Oat Clipper.

The clipping of oats long since ceased to be an experiment and the large profits derived from the use of the clipper have made elevator operators somewhat careless of the means employed. Even in such a simple process as clipping an oat there is a right as well as a wrong way to go about it. It is the ends of the oats that should be clipped the hardest.

A machine that is emphatically an end scourer is illustrated in the engraving herewith. It is of the upright type as distinguished from the horizontal style. The vertical machine has the effect of giving every particle of grain an equal amount of scouring as well as requiring little power to operate, the progress of the grain thru the machine being assisted by gravity.

The grain is fed to the shaker at the top of the machine where a sieve removes the larger impurities, the sand and weed seeds being removed by the next operation on the sand screen, kept clean by an automatic rarrer. From the sand screen the operator may choose either of two paths, one thru the machine to be scoured and clipped, or the other, by turning a valve, into a by-pass spout where it receives a good separation without being clipped.

The alternate scouring and ventilating rings permit the discharge thru the scouring case of a large portion of the scorings or clippings, making it easy to thoroly aspirate the dust from the oats without using too strong a current of air as might be necessary if the clippings were discharged with the grain. Such a light suction will not draw out the light oats and hulls which should remain with the grain.

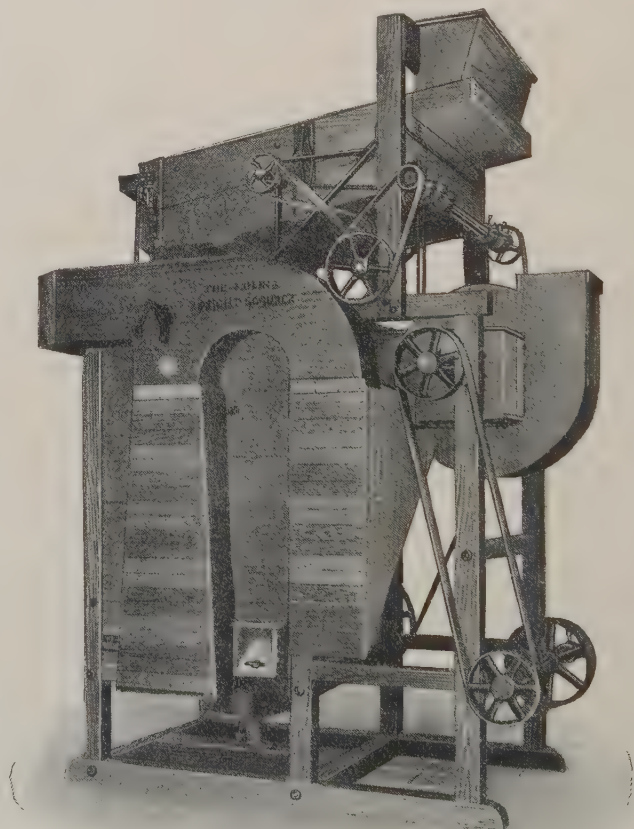
End scouring is effected by using a large number of beaters set at an angle

to throw the grain squarely against the surfaces of the stationary case, which are so shaped that the grain striking against the broader angles of the surface will slide down these angles and impinge against the shorter angles of the corrugations. The beaters are set farther from the scouring case than is usual in other hard scourers.

The scouring case is made up of narrow, unperforated sections or rings, alternating with rings made of chilled rolled steel wire cloth, which are inserted between the scouring rings farther from the beaters than the surface of the scouring rings, giving the wire case durability as well as efficiency. The beaters are of steel, the bearings are long with bronze surfaces. The sieves of the shaker are adjustable and extra sieves can be furnished for handling all kinds of grain, such as wheat, barley, rye, corn and grass seeds for warehouse use. The makers state that these machines are clipping oats in most cases with less than two horse power per 100 bus., and that a No. 9 machine is in daily operation clipping 1,550 bus. and using only 28 h. p. Additional information as to dimensions and capacities may be obtained on application to the manufacturers, the Barnard & Leas Mfg. Co., Moline, Ill.

The soy bean crop of Manchuria is estimated at double that of last year by the Russian dealers at Harbin. The crop north of Changchun is estimated at 700,000 tons.

New indictments for alleged participation in a corner of the cotton market have been found against James A. Patten and others, who on Dec. 5 in New York pleaded not guilty, the arguments on their demurrer being set for Jan. 16.



The Moline Upright Oat Clipper.

Supply Trade

The Weller Manufacturing Co., Chicago, has ordered an improved Hall Distributor.

The Globe Grain Grader & Cleaner Co., Ltd., Winnipeg, has been incorporated with a capital of \$200,000.

There is going to be a lot of building in the spring, everybody says: Wait until spring.—P. F. McAllister of McAllister & O'Connor.

G. A. Sathoff leaves for Spokane, Wash., in the near future, discontinuing his operations as a grain elevator builder at Pontiac, Ill.

F. H. Morely, Jr., 512 Traders Bldg., Chicago, is announced as the new representative of the Invincible Grain Cleaner Co. of Silver Creek, N. Y.

The S. Howes Co., Silver Creek, N. Y., is building a new foundry of fire proof construction, 80x100 feet in size. Work was started Nov. 1st., and is well under way.

William C. Henning has resigned as President and Treasurer of the Durable Wire Rope Co., of Boston, Mass., to join the A. Leschen & Sons Rope Co., of St. Louis, Mo.

The third annual convention of the National Gas and Gasoline Engine Trades Ass'n was held recently at Racine, Wis., with the largest attendance in the history of the Ass'n.

The Mono-Duplex Seal Co., Chicago, has incorporated for \$50,000, to engage in the general manufacturing business. E. L. Sabey, James I. Banash and H. E. Sabey are the incorporators.

The Seager Engine Works, Lansing, Mich., has closed a contract by which it expects within three years, to double the output of the present plant, and that will eventually require the employment of between 4,000 and 5,000 men.

A most useful calendar pad with a sheet for each day of 1911 comes across the Atlantic with the compliments of Henry Simon, Ltd., of Manchester. Nearly everyone who has said anything epigrammatic that is worth reprinting is quoted on the leaves of this pad.

The manufacturer taking up advertising necessarily takes cognizance of the heart and mind of the consumer. His success is measured by the fullness of his service to the public, whose good will becomes one of his most valuable assets.—*Mahin Messenger.*

The S. Howes Co., Silver Creek, N. Y., reports the most successful year that it has experienced since operating the Eureka Works, building and shipping out more Eureka Grain Cleaners in the year 1910 than any previous year, adding many improvements and new machinery to its already extensive line.

Some of the large orders received recently by the Invincible Grain Cleaner Co., Silver Creek, N. Y., are: the complete line of cleaning and packing machinery for the new plant of the Maple Leaf Milling Co., Pt. Colborne, Ont.; a complete line of packers for the new mill of the St. Lawrence Milling Co., Montreal, Canada; twelve packers to go into a large mill abroad; also a complete line of cleaning machinery for a new mill to be built at Paducah, Ky.

Catalogue descriptive of the new traction engine placed on the market by Fairbanks, Morse & Co., of Chicago, is of much interest. It describes in detail this most recent addition to the traction engine field.

The Orville Simpson Co., Cincinnati, O., will succeed the Straub Machinery Co., Jan. 1, 1911. The company will move into its new factory at that time and will have much better facilities for the manufacturing of corrugated rolls and rebuilding second-hand machinery. Mr. Simpson has been manager of this firm for the past twenty-five years.

The S. Howes Co., Inc., Silver Creek, N. Y., is issuing a very attractive monthly calendar, illustrating a different machine each month, in this manner placing the new productions before the grain dealers and millers of the country. Readers of the Journal can secure the series by request to the S. Howes Co., Silver Creek, N. Y.

The Invincible Grain Cleaner Co., Silver Creek, N. Y., reports the close of one of the busiest years in its history. The rapid expansion of the company's business has necessitated the building and equipping of a handsome new office adjacent to its factory. It is now in a position to handle business far more expeditiously than heretofore.

Elevator builders who are judgment proof seldom prove a desirable contractor for a new elevator, even tho it be possible to avoid becoming involved with his creditors. Word has just come from the Northwest that claims against one builder amounting to over \$20,000 are in the hands of attorneys at Calgary. The attorneys representing these and other claims are sure to press closely the builder wherever he gets a new contract to build.

The Hess Warming & Ventilating Co. has a contract from the U. S. Government for \$30,000 worth of steel clothing lockers. These lockers were made in the east, up to two years ago, when the first order was given to the above firm. The order amounted to \$40,000 and the work was inspected by two government inspectors. It was found possible to do better work and much cheaper, than could be obtained in the east, with the result that this concern has received orders during these two years amounting to \$132,000. Two government inspectors are at the factory every working hour of the day while the lockers are being built.

It is said that the Netherlands government is preparing to levy a duty on flour imported, which will seriously hurt the trade of the American millers, especially in the sale of the lower grades.

South Russian grain merchants are considering a plan to make the sellers a certain allowance should the delivered grain contain a smaller percentage of foreign matter than stipulated in the contract.

Mississippi has a record-breaking corn crop and, for the first time, shippers have asked for freight rates to eltrs. The government crop report showed a yield in the state of 61,400,000 bus. against 40,745,000 bus. last year.

At a recent meeting of rice growers from Louisiana, Texas, Mississippi and Arkansas, at Beaumont, Tex., it was decided to organize a central selling agency thru which every producer will be pledged to sell his rice, to eliminate the middleman and obtain a uniform price for rough rice.

Weller Improved Man Lift.

The lift shown herewith is one of the latest of the Weller made line. It is the result of years of experience, careful investigation and tests, the object being to turn out a man-lift of medium price without jeopardizing thoroughness in construction and quality. Only the best quality of oak and maple is used. It is solidly braced and with substantial head.

A number of new features have been added, among which might be mentioned the following:

Improvement in the brake grip. The brake used in the Weller Man-Lift is positive, easy to operate, and is conveniently located.

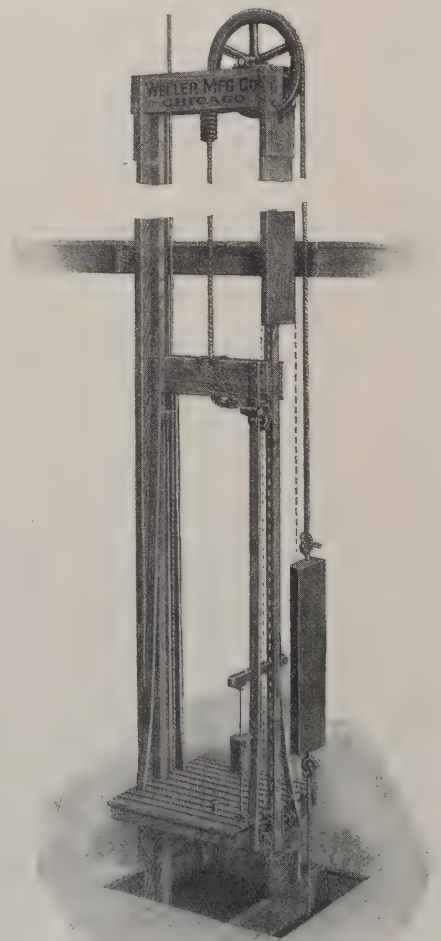
In place of the old style of wagon spring, a new improved coil spring is used for the bumper at the head.

In addition to the large weight being improved, new small and convenient weights for adjusting balance have been added and are so placed at the side of the elevator, that they can be grasped without the operator turning around. This is also true of the rope.

A new safety device which absolutely prevents the car from falling when the rope is broken, has been tested to a 600 lb. capacity.

Soft cotton rope for hand pull. If desired, wire rope is furnished in place of the manila lift rope, which is regularly furnished at a trifle additional cost.

Joseph F. Gent, one of the large stockholders of the American Hominy Co., died recently at his summer home in Benton Harbor, Mich.



Weller Improved Man Lift.

Seeds

Robert Buist, seedsman, of Philadelphia, Pa., died Dec. 13.

Adulteration and misrepresentation of seeds and bulbs are prohibited in a bill introduced in the House of Representatives Dec. 14, by Representative Mann of Chicago.

During November Minneapolis received 1,291,890 bus. of flaxseed and shipped 295,070 against 1,891,950 bus. received and 578,120 shipped in November, 1909.—John G. McHugh, sec'y Chamber of Commerce.

Inspector Gibbs reports 2,023,221 bus. of flaxseed shipped from Fort William, Ont., during the three months of the present crop year to the close of navigation, compared with 1,606,356 bus. shipped during the same period of last year.

George T. Fielding & Sons of Manhattan, Kan., expect to have their new seed eltr. and warehouse ready for operation Jan. 1. It will be used exclusively for handling seed corn, alfalfa, millet, cane, kafir corn and other field seeds.

Seed corn breeders will find interesting data on the relation of length, circumference, weight and number of rows of kernels of ear corn, in an 8-page abstract of Bulletin 148 of the University of Illinois Agricultural Exp. Sta., Urbana, Ill.

London, Eng.—Spring sowing demand for clover seed has practically started. English reds are coming out slowly. French reds selling readily, all qualities. They have splendid crop and all countries are buying. Russians and Hungarians have come down in price, but have not yet reached the parity of French seed. Anticipate United States will absorb all Canadian seed available for export. Chilians steadily accumulate, but buyers indifferent.—*Corn Circular.*

Our crop of cane seed is turning out very light. The demand is unusually heavy on account of the long drouth in Texas. Farmers are holding for \$4 per hundred and we think they will get it before the season is over. We only raise the redtop variety in the Panhandle.—Early Grain & Elevator Co., Amarillo, Tex.

It is likely the legislature of North Dakota will be asked for a strict enforcement of the weed law. The unfairness of requiring seed dealers to throw away impure seeds while permitting the roadsides and waste land to be infested with noxious weeds was discussed at a recent meeting of seed dealers with the state officials at Fargo. It was shown that in some parts of the state the law against letting weed plants grow to seed was a dead letter.

The new plant under construction for the Chas. H. Lilly Co., at Seattle, Wash., has docking facilities for the largest vessels that come to Puget Sound. A one-story steel and concrete storage warehouse, 105x210 ft., is divided into units by a fireproof wall. The concrete floor is capable of supporting a ton to the square foot. On the fourth floor of the manufacturing building seed cleaners will be installed for grain, grass and garden seed, so arranged that seed can be dumped into a hoppers sink on the first floor, elevated, cleaned, sacked and then delivered to the seed warehouse on a conveyor.

The first meeting of seed dealers of North Dakota was held at Fargo, N. D., Dec. 10, as a conference with H. L. Bolley, state seed commissioner. The meeting was called to order in the parlor of the Gardner hotel by Oscar H. Will of Bismarck. In an address Professor Bolley recommended that the seed men unite with the growers of the state who are able to produce clean seeds to form a state seed trade ass'n and a state seed breeders ass'n. It is likely another meeting will be held soon to effect an organization.

Concrete Seed House at Evansville, Ind.

With the famous blue grass region to the south and the premier clover seed state on the north the city of Evansville enjoys the natural advantage of being in close touch with the producing areas. Natural advantages, however, never would have made Evansville the leading grass seed market of southern Indiana. Its commanding position as a clover seed center is due largely to the enterprising spirit which animates its leading seed firm, W. H. Small & Co.

Time was when ample storage room and the simplest mechanical devices sufficed to build up a reputation in the seed trade. Now, however, it is not enough to buy the seed, give it a perfunctory cleaning and resell. The consuming trade demands a better article every year, being sustained in this demand by state agricultural experiment stations and laws setting high standards of quality in germination and purity. As the farmer who grows seed for sale persists in his old methods the seed dealer has found it absolutely necessary to resort to every known method of cleaning and improving the quality of seed coming from the farm. Seed dealers who have equipped their plants with up-to-date machinery find it a pleasure to be in position to meet the wants of buyers and are reaping handsome profits on the investment.

The concrete seed warehouse of W. H. Small & Co., at Evansville, Ind., which is illustrated in the engraving herewith is one of the few seed houses in the United States that could be described as up-to-date. The building is of solid reinforced concrete construction thruout its four stories and basement. The first floor is used for shipping, and is equipped with three 2,500-lb. Warehouse Scales.

On the second floor is the laboratory, where the percentage of impurity is weighed on an analytical balance, and the percentages of moisture in corn is determined by a Hess Moisture Tester. W. R.



Concrete Seed House at Evansville, Ind.

Block, who is manager of the laboratory also conducts the germination tests. It takes 28 days to take a germination test of Kentucky blue grass seed, and it is often necessary to buy the seed before making these tests.

The third floor is equipped with two No. 9 Clipper Cleaners, one Monitor Seed Separator, a Rice Buckhorn Machine and a Nordyke & Marmon Bulking Machine, which makes the grade uniform. All seed is elevated to separate tanks on the top floor, cleaned and spouted to tanks on the lower floor where it is sacked. All samples are filed away for future reference. The top floor is used for storage of all kinds of seeds and additional storage space is found in the basement. A steel elevator leg and two freight lifts, raise bulk and sacked material to the top floor. Each machine is driven by its separate General Electric Motor.

This plant is used exclusively for handling seeds, the extensive grain business of this company being handled thru an elevator near by, which it owns. W. H. Small is pres., A. F. Files, vice-pres.; John Reimer, treas., and P. C. Newlin, sec'y.

Classification of Membership in Council of North American Grain Exchanges.

The executive committee of the Council of North American Grain Exchanges at a meeting at Chicago, Dec. 12, approved an amendment to the by-laws, creating a new class of members, under which exchanges may join the Council without paying initiation fee, paying only the \$100 a year dues, which will entitle the exchange to one vote and full representation.

It was decided to spread the program for the next meeting of the Council over three days, Feb. 6-8, at Chicago. On the first day the visiting delegates will be tendered a luncheon and on the last day the Council will consider grain improvement.

That the Interstate Commerce Commission has the right to set rates was admitted by the leading western roads at a hearing at Chicago Dec. 19 before Commissioner Clark, who thereupon granted the roads additional time to present data for proposed increase in rates between the Mississippi and Missouri Rivers.

The application of the long and short haul clause to export and import rates was outlined by the Interstate Commerce Commission Dec 20 in the following statement: Inland export and import rates are subject to the provisions of the act and within the jurisdiction of the Commission. The validity of a rate under this section is determined by comparison of an export rate with an export rate, or an import rate with an import rate. As export and import rates, as well as domestic interstate rates, are subject to the provisions of the act and the jurisdiction of the Commission, it is clear that the reasonableness of any of these rates under the provisions of section 1, and questions of discrimination under the third section, may all be considered and the Commission may condemn any discrimination in export and import rates, upon comparison with those applicable on domestic interstate traffic, to the extent that the same may be found unjust or unreasonable in any particular case upon investigation and full hearing.

Grain Carriers

The American canal at Sault Ste. Marie was closed Dec. 12.

Martin A. Knapp on Dec. 20 was confirmed by the senate as presiding justice of the new Commerce Court.

John E. Carland, of South Dakota, will be a member of the new Commerce Court in place of A. C. Denison, first announced.

Interstate Commerce Commissioner Clark will give a hearing at Omaha Dec. 27 on the investigation and suspension of advances in rates on grain.

The surplus of cars is reported in the latest bulletin of the American Ry. Ass'n to have been 53,915 on Dec. 7, or 3,555 less than a year ago.

The record grain cargo loaded at Portland, Ore., was shipped recently in the steamer Bjornstjerne Bjornsen, and comprised about 305,000 bus. of wheat.

Engineers employed on 61 western railroads controlling 53 per cent of the mileage in the United States voted Dec. 11 to strike for 15 per cent increase in wages.

Private cars are subject to demurrage rules is the late ruling by the Interstate Commerce Commission in the complaint by the Proctor & Gamble Co. against the C., H. & D. Ry.

Grain receipts at Kingston, Ont., the past season have broken the records with a total of 14,953,418 bus., 13,889,530 bus. of which was en route to Montreal and was transhipped into river barges. The Welland Canal contributed 188 cargoes.

For lack of motive power some railroads are unable to move their Illinois shipments. Grain originating on the B. & O. Springfield division and main line for a distance of 300 miles has been en route to Louisville, Ky., for three weeks or more.

The Midland Continental Railroad will place its first division between Edgeley and Jamestown, N. D., in operation early next year and during the summer will push construction on the remaining sections of its 212 miles of new road between Edgeley and Pembina.

Edward A. McConnell of Buffalo has handed printed option blanks to all owners of the Erie Canal boats with the request that they fill in the price at which they will sell, the option being good until May 1. Some of the boatmen are refusing to sell. It is said the men back of the scheme will try to buy every one of the 400 boats on the canal.

The new milling in transit and reshipping rules drafted several weeks ago were accepted by shippers representing Louisville, Cincinnati, Memphis, Nashville, Cairo and Clarksville, Tenn., at a meeting at Louisville, Dec. 14. The new rules had previously been approved by the Southeastern Mississippi Valley Ass'n, and probably will be made effective Feb. 1. Among the shippers at the recent conference were A. Brandeis, of Brandeis & Son; Harry Bingham, of the Bingham-Hewitt Grain Co.; Tom Williams, of S. Zorn & Co.; Lee Callahan, of Callahan & Sons, and F. N. Hartwell, of F. Verhoeff & Co., all of Louisville; H. E. Richter, of Cincinnati; J. B. Magee, of Cairo; C. B. Stafford, of Memphis; E. M. Kelly, of Nashville, and J. B. McLemore and Joe Dunlop, of Clarksville.

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Supreme Court Decisions

Landlord's Lien.—A landlord's lien on the crops on rented premises is superior to that of a chattel mortgagee.—*Harvey v. Geo. Wilder & Co. Court of Civil Appeals of Texas.* 131 S. W. 851.

Offer and Acceptance.—Where an offer is submitted by correspondence, and an acceptance is placed in the mail, the contract is completed.—*Wester v. Casein Co. of America.* Supreme Court of New York. 125 N. Y. Supp. 335.

Limitation of Carrier's Liability.—A carrier's liability cannot be limited without the shipper's assent, nor unless it is reasonable.—*McElvain v. St. Louis & S. F. R. Co.* Springfield Court of Appeals, Missouri. 131 S. W. 736.

Revocation of Agreement to Arbitrate.—Under Code Civ. Proc. § 2383, an arbitration agreement can be revoked by one of the parties before, but not after, final submission to the arbitrators.—*Gitt v. Marqusee.* Supreme Court of New York. 125 N. Y. Supp. 369.

Suit by Consignor Against Carrier.—When the risk of transportation of goods is upon the consignor, he will be considered the owner for the purpose of suing the carrier for loss or injury.—*Houston & T. C. Ry. Co. v. Robinson & Martin.* Court of Civil Appeals of Texas. 131 S. W. 444.

Waiver of Landlord's Lien.—A landlord may so act as to waive his lien on the crops, and confer on the tenant the right to sell the same discharged from the lien, and an express waiver is not necessary.—*Melasky v. Jarrell.* Court of Civil Appeals of Texas. 131 S. W. 856.

Custom of Trade.—The trade or commercial meaning of the phrases "payable against shipping receipts," "payable when shipped," "payable f. o. b.," is controlled by the express contract of the parties.—*Browning v. McNear.* Supreme Court of California. 111 Pac. 541.

Who May Sue Carrier for Delay.—Where a consignor shipped goods to himself as consignee, the buyer not to obtain the B/L until payment of the draft attached, the consignor alone could sue for damages for delay of shipment.—*Houston & T. C. Ry. Co. v. Robinson & Martin.* Court of Civil Appeals of Texas. 131 S. W. 444.

Measure of Damages for Delay in Transportation.—Ordinarily the measure of damages for delay to a shipment is the difference in the market value of the commodity shipped at destination at the time shipment should have reached destination, and at the time it actually did reach such point.—*Cowherd v. St. Louis & S. F. R. Co.* Springfield Court of Appeals, Missouri. 131 S. W. 755.

Execution of Contract.—In an action for the price of barley sold and delivered, evidence held to justify a finding that the contract of sale was an executed one, so as to pass title to the buyer under Civ. Code § 1140, declaring that title to personalty sold passes to the buyer when the parties agree on a transfer and the thing itself is identified, and hence the risk of accident to the property vested in the buyer.—*Browning v. McNear.* Supreme Court of California. 111 Pac. 541.

Right of Holder of B/L to Bring Suit.—In an action against a carrier for injury to a shipment of corn, in the absence of the assertion of any equities against the consignor, it is no defense to show that the plaintiff and holder of the bill of lading, drawn to the order of the consignor and attached to a draft on the purchaser, is not a holder in due course, if he took it for value, or that it was given as collateral security.—*Citizens & Marine Bank of Newport News v. Southern Ry. Co.* Supreme Court of North Carolina. 69 S. E. 261.

Right to Demand Prepayment of Freight.—The common-law right of carriers to require the prepayment of freight charges by all shippers, or by some of them, is not abrogated by the statute supervising carriers; and until the Legislature provides a remedy for the evil resulting from a carrier arbitrarily requiring the prepayment of freight charges by some of its customers, and not by others, there is no remedy for such action.—*A. C. Russell Co. v. Miller.* Supreme Court of Mississippi. 53 South. 495.

Exemplary Damages for Discrimination in Furnishing Cars.—In an action against a railroad company for damages caused by discrimination in furnishing cars, allegations that defendant's acts were maliciously done and amounted to gross negligence by it toward plaintiff, and had greatly oppressed and injured him as alleged, for which plaintiff prayed exemplary damages in the sum stated, were sufficient to support a recovery of exemplary damages.—*Waugh v. Gulf, C. & S. F. Ry. Co.* Court of Civil Appeals of Texas. 131 S. W. 843.

Evidence of Waiver of Lien.—Where, in a suit by a landlord against the buyer from the tenant of the crops, there was evidence that the landlord had permitted the tenant to sell the crops, and had instructed him to deposit the rent money in a bank, evidence of similar sales of crops after the sale complained of, and that the landlord with knowledge of such sales accepted the rent money deposited to his credit in the bank, was admissible to show a waiver of the lien on the entire crop.—*Melasky v. Jarrell.* Court of Civil Appeals of Texas. 131 S. W. 856.

Right to Sue Carrier.—Where a seller in Texas, who contracted with a buyer in New York to deliver to him there a specified quantity of goods, delivered the goods to a carrier and received a B/L making the shipment subject to the seller's order, and the seller indorsed the B/L and drew a draft on the buyer, and attached the B/L thereto, and sent it to New York for collection, with directions to deliver the B/L on payment of the draft, the title to the goods vested in the buyer when he paid the draft, and the seller, who had not guaranteed the weights of the shipment, could not, after payment of the draft, sue the carrier for a shortage thereafter occurring; but, where the title had not passed to the buyer at the time the shortage occurred, the seller could sue therefor.—*Texas Steamship Co. v. Dupree Commission Co.* Court of Civil Appeals of Texas. 131 S. W. 621.

Bushel-Weight Law Constitutional.—Acts 1905, c. 482, § 1, makes the standard weight of a bushel of corn meal 48 pounds. Section 2 makes it unlawful to sell any corn meal, except in bags containing, by standard weight, two bushels, or one bushel, or one-half bushel, or one-fourth bushel, or one-eighth bushel, and requires each bag to have marked thereon the amount it contains and weight, provided the section shall not apply to retailing meal from bulk stock, when priced and delivered by actual weight or measure. Held, that the purpose of the statute was to prevent fraud in the sale of corn meal by selling short-weight packages, and hence was authorized under the police power, and did not contravene Const. U. S. Amend. 14, § 1, or Const. Tenn. art. 1, § 8, relating to the depriving of property, etc., without due process of law.—*State v. Co-operative Store Co.* Supreme Court of Tennessee. 131 S. W. 867.

Long and Short Haul Statute.—Hurd's Rev. St. 1909, c. 114, § 126, prohibiting a railroad from charging more for a short haul than for a longer haul, and making all such discriminating rates prima facie evidence of the unjust discriminations prohibited by the act, does not prohibit discriminations made in good faith because of differences in expense of carriage and proportioned with reference thereto, but a railroad relying thereon must prove that a greater charge for a short haul than for a longer haul is not unjust discrimination, and, where a railroad charged with unjust discrimination in charging a larger freight for hauling a shorter distance than is

charged for hauling a greater distance at the same time over the same line did not deny the facts and offered no explanation, a prima facie case of unjust discrimination was made by the mere proof of the charge warranting a verdict against the railroad.—*People v. Baltimore & O. S. W. R. Co.* Supreme Court of Illinois. 92 N. E. 934.

Duty to Advise Other Party Refused Shipment Is Being Handled for His Account.

John McClune, Hoyt, Kan., plaintiff, v. Salina Produce Co., Salina, Kan., defendant; before arbitration committee of the Kansas Grain Dealers Ass'n.

It appears that plaintiff sold to defendant a car of No. 3 or better corn, which defendant sold in turn. The plaintiff shipped upon his sale car corn No. 50706 to the defendant's customer. Upon receipt of the corn it appears that the customer took about a half a bushel of corn out of the car to try to grind it, but found it to be so soft it would not grind. There is nothing in evidence to show how this sample was obtained, or whether or not it was a fair sample of the car. Upon failure to grind the corn customer telephoned defendant refusing to accept the car of corn, claiming it to be damp, tough, unfit to mill and not No. 3 corn. The defendant thereupon called up the plaintiff and advised him that the car was refused with the reasons therefor, and asked him to talk to the customer for himself, which the plaintiff proceeded to do. The corn being still refused, the plaintiff ordered it to Kansas City, where it graded No. "3 mixed corn tough" and was sold upon the market. The diversion of the car resulted in a net loss to the plaintiff of \$68.35, which he claims the defendant should pay.

The defendant shows that the plaintiff did not advise it that the corn was being handled for its account, and denies any responsibility for the plaintiff's loss. The defendant also shows that the market for corn declined, it later furnished to his customer another car of corn which was accepted on the original contract.

Your committee further finds that the plaintiff erred in ordering the corn to market and disposing of it without previously advising the defendant that the car was being handled for its account, thus preventing the defendant from taking steps to make other disposition of the corn without such a loss as resulted.

Your committee believes this to be a proper matter to settle by compromise measure, and directs that the defendant pay the plaintiff the profit it made upon the car of corn which it bought and applied upon the contract involved, namely \$12.26; and further, that the costs of this case be divided equally between the parties hereto.

C. A. SMITH,
F. B. BONEBRAKE,
J. C. BRADLEY,
Committee.

Books Received

CALIFORNIA GROUND SQUIRREL.—Most of the western states are overrun by ground squirrels doing millions of dollars of damage to crops each year. Besides the grain eaten this rodent will store in the ground a pint to a quart of oats or barley. To destroy the pest C. Hart Merriam recommends barley coated with strychnine by means of starch paste, the cost of poisoning 250 acres being 3 cents an acre. Circular 76, Bureau of Biological Survey, U. S. Department of Agriculture, Washington.

DETERIORATION OF CORN—PELLAGRA.—The determination of the deterioration of maize with incidental reference to pellagra is considered in a bulletin by O. F. Black and C. L. Alsberg, chemical biologists, who state that "the germ in the corn kernel is a living thing which respires and gives off carbonic acid and water and uses up as food the material stored in the endosperm. The drier the corn the less it respires until as it approaches absolute dryness the respiration becomes minimal. If the decay is more advanced the embryo may appear distinctly bluish-green, and be completely replaced by a bluish-green powder, the spores of the fungi. Such grain is often known as blue-eyed corn. Other molds produce other shades of color." Bulletin No. 199, Bureau of Plant Industry, Department of Agriculture, Washington D. C.

Patents Granted

Car-Door Lock. No. 978,528. (See cut.) Alexander M. Worthington, Duluth, and Stephen J. Raetz and John W. Kreitter, Proctor, Minn. A car door lock comprising a staple, a flanged hasp and a locking bolt with means for sealing the parts in place, the staple, hasp flange and bolt having registering openings therein thru which the sealing means is passed when in place.

Seed-Germinator. No. 978,812. (See cut.) Ebenezer P. Balcom, Milwaukee, Wis., and Geo. P. Balcom, Houghton, Mich. A casing having side walls and a top, each composed of an outer sheathing, an inner metallic lining and an intermediate layer of non-conducting material, a horizontal partition consisting of a water tray, cleats upon the inner faces of the side walls above the compartment, seed receptacles supported upon the cleats and having apertures surrounded by upstanding flanges and a heater supported in the compartment below the water tray, the side walls of the casing below the water tray being provided with apertures.

Conveyor. No. 977,988. (See cut.) Freeman R. Willson, Jr., Worthington, O., assignor to the Jeffrey Mfg. Co., Columbus. The combination with an endless carrier or power transmitter having parts arranged to travel in a curvilinear path, of an endless guiding device at the curve in the path and adapted to engage with and disengage from the carrier or power transmitter, and supporting wheels for the endless guide arranged in planes at right angles or inclined to the plane of the path of the adjacent part of the endless carrier or power transmitter, the active part of the endless guide traveling in a path approximately parallel to the path of the endless carrier or power transmitter.

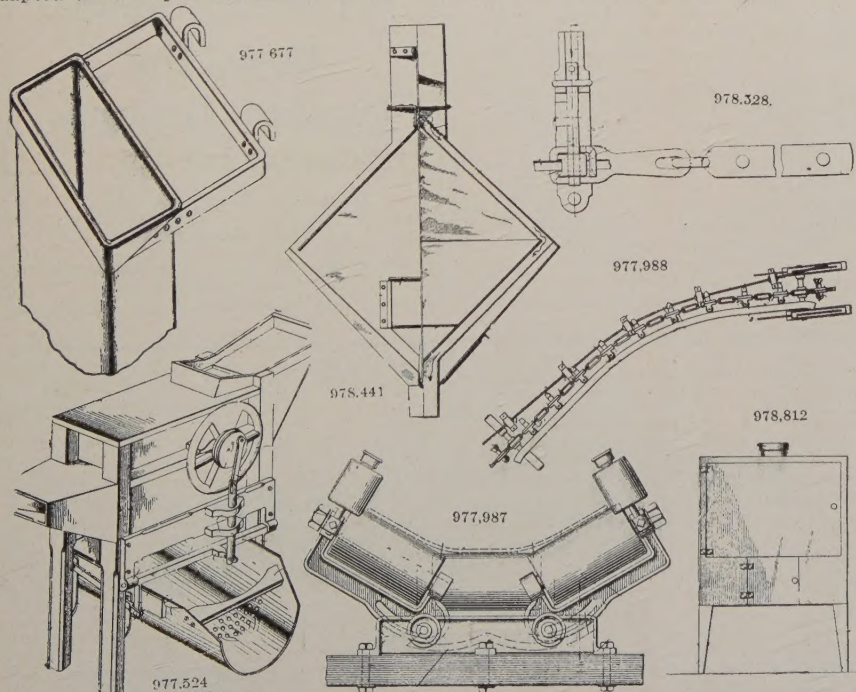
Conveyor. No. 977,987. (See cut.) Freeman R. Willson, Jr., Worthington, O., assignor to the Jeffrey Mfg. Co., Columbus. A conveyor belt support comprising a horizontal central pulley, a stationary support having two curved surfaces, each presenting in vertical section an arc of a circle about one end of the upper contacting edge of the stationary pulley as a center, two pulley carrying frames, each formed at its inner end with a mating curved surface adapted to rest upon and slide over one of

the curved surfaces upon the support, and pulleys carried by the carrying frames and supported at a variable angle of inclination at the two ends of the horizontal pulley to form a three pulley troughing belt support.

Seed-Corn Grader or Separator. No. 977,524. (See cut.) John A. Hafsaas, Gross, Neb. A corn shelling mechanism within a casing, a manually operated rotary shaft extending thru casing and connected with shelling mechanism, a fly wheel mounted on one end of the shaft, a rock shaft having depending arms and mounted upon the frame and having a lever arm, a reciprocating rod pivotally connected to the lever arm, a pitman connecting the fly wheel with the reciprocating rod, a reciprocating frame located beneath the casing, vertical arms pivoted at one end to the frame of the casing and the other end to the reciprocating frame, levers pivotally connecting reciprocating frame with the depending arms of the rock shaft and a chute.

Bag-Holder. No. 978,441. (See cut.) Edward Fairman and Richard Otney Munson, Humboldt, Ia. A bag-holder comprising, in combination, a U-shaped frame having 2 substantially parallel side bars and a transverse connecting bar, the side bars being provided with a series of oppositely aligned openings, a resilient bag-stretching member adapted to be journaled for support in any pair of the aligned openings, the resilient members having two outwardly bent side portions for frictionally and yieldingly engaging the inner surfaces of the side members when the resilient member is rocked downwardly away from the open end of the frame, whereby the bag is rigidly held in an open position between the open end of the frame and the resilient member, and means for supporting same.

Grain Separator. No. 977,677. (See cut.) Edward J. Pidgeon, Newark, N. J. A separator comprising a casing formed of a back plate and a front plate of approximately diamond-shape, top plates and outer side plates, downwardly diverging screens placed between the front and back plates and beneath the top plates, an outlet pipe passing thru the bottom of the outer side plates, downwardly converging screens extending from the top plates to the top edge of the outlet pipe, inner side plates extending from the bottom of the diverging screens to the center of the casing above the outlet pipe, an inclined back plate forming, with the inner side plates and the front plate a chamber for the reception of dirt from the diverging screens, and closures in the outer side plates to provide access to the chambers formed between the outer side plates and the converging screens.



The Ellis Drier Co.

Does Your Kiln Dried Corn

smell cooked, is there a large amount of broken kernels, has it lost its natural lustre, and is it lifeless to the touch? If any of these characteristics are in evidence in the kiln dried corn you turn out then you have either failed to manipulate the drier properly or you are trying to dry with an unsatisfactory machine. Corn dried with an Ellis Drier does retain its color, its life, and natural sweetness, and so perfectly and easily is the process accomplished that the percentage of breakage is too small to be counted.

It's Nature's
Nearest
Way

Chicago
U.S.A.

Self-Inspection of Fire Risks Worth More Than 10%.

BY C. A. M'COTTER.

Inspection of property made by fire insurance companies is largely selfish. It is in the interest of the individual company to determine its own safety and amount of liability it dare assume. Attention of the owner may be called to some hazard liable to start a fire or to some improvement for which a credit in the rate would be given. In any case for the Old Line Company it is an effort to avoid a fire for its own benefit. Its profit is the unused premiums not needed to pay losses. The Mutual Company has a similar object for its lower cost is based entirely upon having fewer fires. In fact the motive of inspection, as made, is not broad enough to interest the policyholders.

The successful mutual company is the one whose policyholders are made to realize their own accountability for the fire losses and to appreciate their own interest in the reduction sought. The company assumes the liability for loss but the assured retains control of the property. The company may make annual inspections or even spent an hour a month at the property, but the owner supervises the other 719 hours. The company pays for the preventable and unpreventable losses, according to the contract, but it is the property owners premiums which are used.

A fire loss to the company is only an incident in its experience, but the assured is stopped in his business and it is he who has the worry, labor and expense to recover his own former standing. The property owner is interested in the inspections of the property, and no inspections can be much better than his own. He is aware of the defects as well as the virtues of the plant. He knows the troubles that have occurred as well as those which are liable to arise in the nature of his business. Any way a self-inspection by the owner should be an interested inspection.

In a mutual company the property owner has the double interest of preserving his own property and in getting his insurance cost reduced. With the idea that the policyholder's assistance could be used in the chief effort of inspections, always made by a mutual company, the Grain Dealers National Mutual Fire Insurance Co. of Indianapolis, Ind., established a system of self-inspections made by the elevator owners or foremen. The system is a postal card report, of about eight questions, sent monthly, to be answered, signed and mailed to the company. On the sending card are comments as to the greatest dangers common to the month.

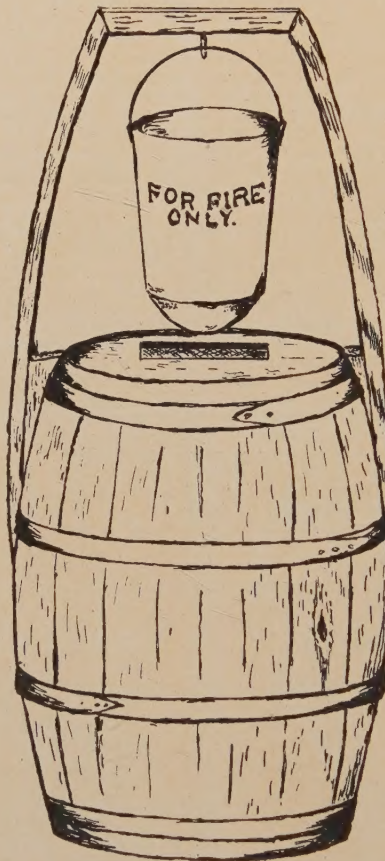
After the system was well established the following results were tabulated: For

1907, 1643 risks making reports had losses \$44,616.93 and 402 risks not reporting had losses of \$21,391.57. For 1908, 1856 risks making reports had losses \$66,184.56 and 34 risks not reporting had losses of \$31,560.97. Of the risks not reporting a number were cribs and property not suitable for self-inspection.

During the past two years practically every policyholder has been induced to take up self-inspections so that no satisfactory comparison can be made with uninspected properties. There at least has been demonstrated a value which is equal to more than the ten per cent credit on the insurance cost, given for the reports.

Water Barrel for Fire Emergency.

A little water quick would have put out many a costly fire had it been at hand when needed; and an easily accessible water barrel would enable any employee to extinguish a considerable blaze.



Bucket and Water Barrel for Fire.

An inexpensive water barrel outfit is shown in the engraving herewith. An ordinary tight barrel has fastened to it two side pieces supporting a cross-piece on which is hung the water bucket. The bucket is made of galvanized iron, either cone-shaped or ball-bottomed so that it can not be taken away and used for the purposes of an ordinary pail.

In the loose cover of the barrel is a slot an inch wide to admit air to keep the water sweet while preventing the dumping of trash into the barrel.

American elevator constructors have been urged to get into touch with the Russian government, as that country has taken up seriously the construction of elevators thruout its vast grain producing territories.

Toledo has only the single gold standard of two red wheat. Buyers know what to expect when they take futures here. Some markets have a double and others triple standard. The theory of selling a man a horse and reserving the privilege of delivering a mule at a fixed differential is all wrong.—C. A. King & Co.

The value of corncobs as a fertilizer is underestimated by the average farmer. Few other forms of raw, unrotted material are more easily plowed under and their slow disintegration is very much to be desired. After a year under the ground, the cob will be rotted sufficiently so that it will cause no trouble. Nothing can be better under meadow or orchard lands than corncobs.

Consul Clarence A. Miller reports from Tampico that in spite of Mexico's agricultural development, importations of corn continue at that port. Numerous shipments of corn come from the United States and within the last few months several vessels laden with corn have come in from Argentina and two from Durban, South Africa. The first to arrive from Durban made the trip of 9,830 miles in 33 days, and brot in 6,000 tons of corn.

ORGANIZED 1883

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KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary.

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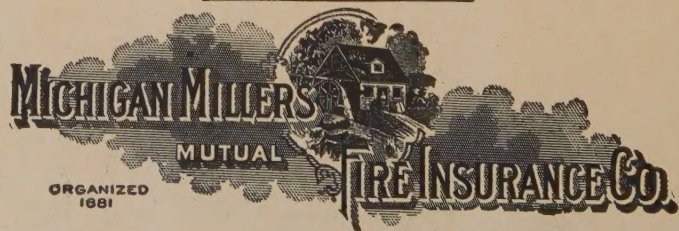
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instead of in the bank. When filled with grain you need to protect it with our

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Losses paid to date	448,000.00
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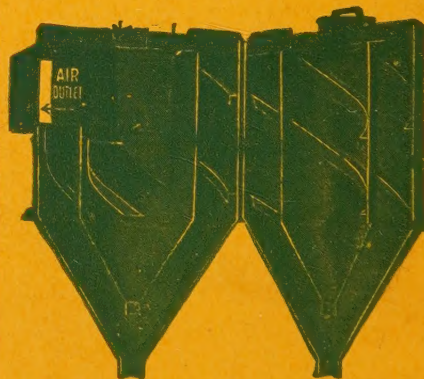
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